

LE MANS SPECIAL ALL THE DRAMA FROM THE 24 HOURS

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'Cursed' Toyota #7 finally takes deserved victory

How fuel gremlins almost cost Conway, Lopez and Kobayashi Hypercar success

BUMPER
18-PAGE
LE MANS REPORT
SPECIAL

PLUS

Kubica cruelly denied LMP2 win on last lap

Ferrari pips Corvette and Aston for GT double

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Toyota's 'unlucky' crew kicks off new era with long-awaited win

So, Toyota scored the 1-2 most Le Mans fans expected last weekend. But it was no easy run – as Gary Watkins explains at the start of our bumper report on page 16, there was an underlying issue with both cars that could have handed the initiative to Alpine and Glickenhaus.

The fact that all five Hypercars finished in the top five is a good start for an era that looks set to feature epic battles between multiple manufacturers. Former Audi squad Veloqx is the latest name linked with a return (p4), while the fact that hydrogen-powered cars are being lined up to contest overall victory in the 24 Hours from 2025 could bring yet more interest to the top of endurance racing.

One of the feel-good factors of the 89th Le Mans was that Mike Conway, Kamui Kobayashi and Jose Maria Lopez finally had the luck – or perhaps the *absence* of misfortune – they had been denied in previous editions. Their success was fully deserved.

On the other end of the spectrum, it was incredibly cruel that the #41 WRT ORECA of Robert Kubica, the impressive Yifei Ye and Louis Deletraz lost LMP2 victory on the last lap (p24). Even though the sister car did take a very narrow win for the team, the failure has to be right up there with Toyota in 2016, Brun Porsche in 1990 and Pierre Levegh's 1952 Talbot as among the harshest of late Le Mans heartbreaks.

Looking ahead, Ferrari's GT double (p28) bodes well for when the famous team arrives to take on Toyota *et al* in the top class from 2023...



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VELOQX TO RETURN WITH NEW FANGIO HYPERCAR

LE MANS 24 HOURS/WEC

The Veloqx team, runner-up at the Le Mans 24 Hours in 2004, is gearing up for a return to top-flight sportscar racing with a Le Mans Hypercar bearing the Fangio name and powered by a radical environmentally friendly engine.

The British-based organisation will end an absence from the race tracks dating back to its successful 2004 season with a pair of Audi R8 LMP1 prototypes, which also yielded victory at the Sebring 12 Hours and a clean sweep of all four races in the Le Mans Series. It is developing its own LMH prototype and engine for a project that is likely to hit the race track in the World Endurance Championship in 2025.

Team founder Sam Li said: "I was 28 when we stopped at the end of 2004 and I needed to focus on my business in real estate. I've worked with a manufacturer and been successful, but I wanted to grow the company to the point where I could have more added value

technically. I am now committed to trying to win Le Mans under the Veloqx name."

Li has trademarked the Fangio name of five-time Formula 1 world champion Juan Manuel in the motorsport and automotive realms. He said that the name "symbolises the best" and that he hoped "Mr Fangio would be proud of our projects".

Development of the car to be known as Veloqx Fangio Hypercar has already started. A test vehicle that will also lead into the development of a limited-production supercar for the road is already up and running with a Ferrari V12 engine (pictured, below left).

At the heart of Li's return to racing as a constructor is what the team is describing as the Veloqx variable zero-emission fuel engine. The powerplant has been conceived to run on a variety of biofuels, including green hydrogen.

"We want to use endurance racing and the platform provided by the Automobile Club de l'Ouest [the Le Mans organiser and WEC promoter] to validate this technology," explained Li. "We want to have multiple teams running our LMH against each other on a variety of fuels. We believe that different oil companies in different jurisdictions will have different solutions for a zero-emissions fuel format."

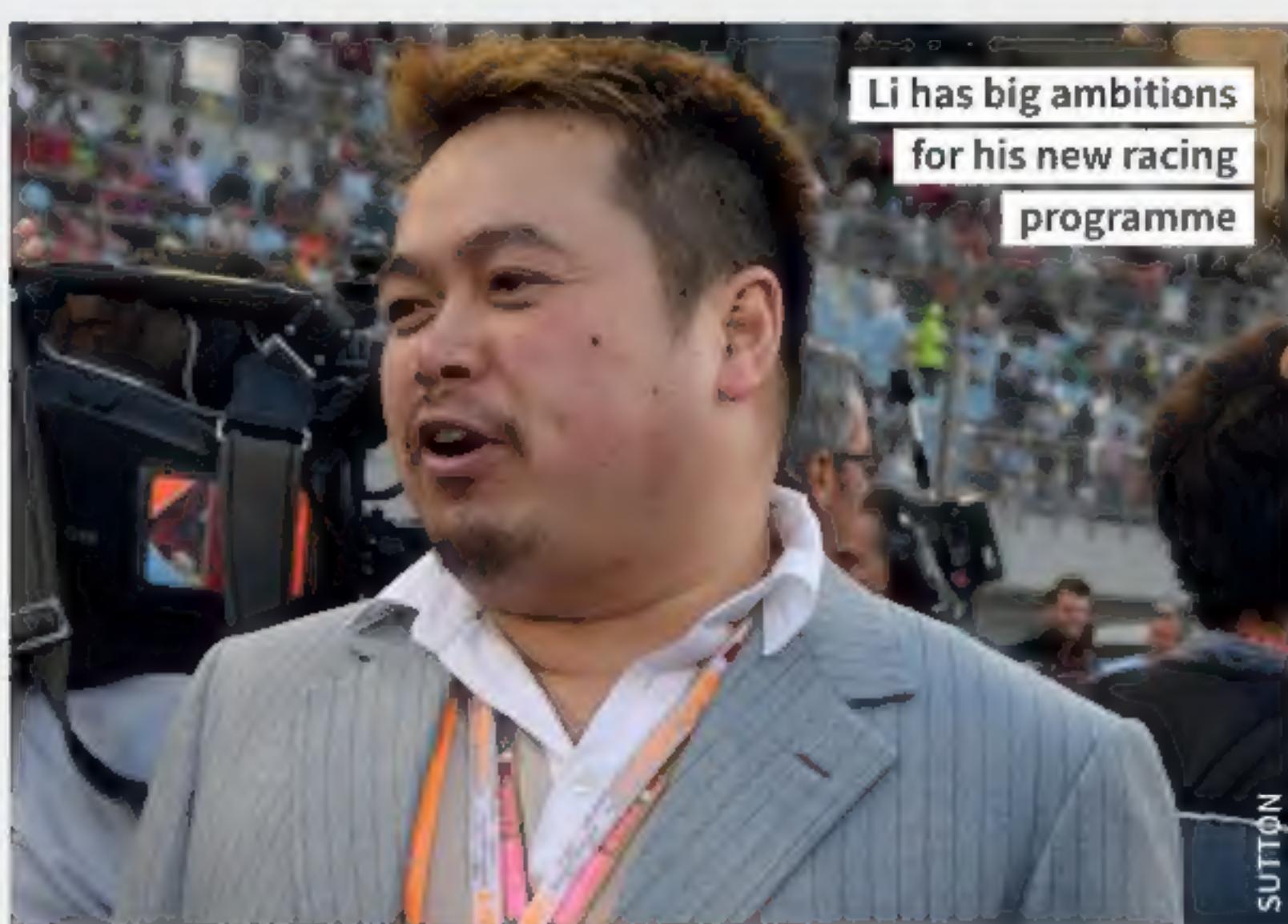
Li conceded that the Veloqx vision will most likely have to wait until 2025 before becoming a reality. This is because the WEC has extended its deal with TotalEnergies for the exclusive supply of fuel for another three seasons, which will encompass the switch to a biofuel for next year. But he didn't rule out the Fangio racing in 2024 on Total fuel.

Veloqx is already working with former Audi Sport engine boss Ulrich Baretzky, whose powerplants won Le Mans 14 times, on the new engine concept.





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Baretzky, who retired from Audi last year, said: "Sam and I are thinking along the same lines. What we are talking about is important to guarantee the future of motorsport by keeping it attractive."

Li said he will be recruiting an "industry leader" to head up the project technically. The programme will be based in the same workshops in Brackley from which its Audis and Ferraris were run.

The racing project is allied to Li's latest real estate venture, a not-for-profit biomass generation scheme using only brownfield land to create carbon credits. He explained that this would be used to provide a carbon offset for any future Veloqx projects.

Li hasn't ruled out a Veloqx return in the closer future and suggested that it could be back on the grid as early as next year. He said he was talking with a manufacturer about exploiting the route in the LMH category with a road-based contender.

Veloqx was established for an attack on the 2002 British GT Championship with a GT2-class Ferrari 360 Modena. Jamie Davies won the title before the team graduated to the FIA GT Championship with the 360, and an assault on Sebring and Le Mans with a pair of 550 Maranello GTSS run in conjunction with Prodrive.

The team stopped competing at the end of 2004, despite at one point looking as though it was on course to move into the DTM with Audi.

GARY WATKINS



Hydrogen cars to shoot for Le Mans win in 2025

LE MANS 24 HOURS

The proposed class for hydrogen fuel cell prototypes at the Le Mans 24 Hours has been delayed for one year. But when the new zero-emissions racers arrive in 2025 the intention is that they will be able to challenge for overall victory.

Pierre Fillon, president of Le Mans organiser the Automobile Club de l'Ouest, explained that "with the regulations it will be possible on paper" for a hydrogen car to challenge the Le Mans Hypercar and LMP2-based

LMDh machinery. He pointed to Audi's debut win with the R10 TDI turbodiesel at the French enduro in 2006 as evidence that new technologies can be successful straight away.

Fillon revealed that eight manufacturers are part of the group working on the regulations for the new cars and that he expects three to be on the grid from year one. They will be able to develop their own fuel cells for a one-make racer developed jointly by Red Bull Racing Technologies and ORECA.

GARY WATKINS

Alpine moves closer to full prototype assault

LE MANS 24 HOURS

Alpine has given the clearest indication yet that it is gearing up to build a new prototype to continue its quest for victory in the Le Mans 24 Hours.

The Renault marque has revealed that it is evaluating the Le Mans Hypercar and LMDh categories.

Laurent Rossi, boss of the brand currently undergoing a revitalisation, said at Le Mans that Alpine "is looking at various ways to carry on our presence in endurance" beyond the life of the

current programme with the grandfathered Alpine-Gibson A480 LMP1. Both LMH and LMDh are on the table, though Rossi gave no indication of which route Alpine favours.

He said that Alpine regards its involvement in endurance racing as complementary to its Formula 1 programme. The technical resources of the Enstone F1 set-up would likely be brought into play in the development of a prototype, though the Signatech team that has partnered Alpine since 2013 would run the cars.

GARY WATKINS



SEP
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LE MANS 24 HOURS

The vision for the future of GT racing at the Le Mans 24 Hours and World Endurance Championship has been laid out by the Automobile Club de l'Ouest and the FIA. The current GTE regulations will be replaced by a new category based on GT3 for 2024 when GTE Pro will be dropped.

No meat was put on the bones by either of the bodies that set the rules for international sportscar racing. ACO president Pierre Fillon explained that there was still work to be done on the detail of the plans and that the final rules and regulations will be set by the end of the year.

He stated that GT3 will be the "basis" of the new class used across the WEC and the sister European Le Mans Series, and that changes in specification are likely to be "marginal". That is likely to fit with the demands of the majority of the GT3 manufacturers who resisted the attempts of the DTM organisation to try to up-spec the cars for the start of its new era this year.

The end of the pro class will follow the introduction of the LMDh category in the WEC in 2023 and the influx of new manufacturers into the top level. Ferrari and Porsche, the only full-season entrants in GTE Pro this year, will be moving up to the front of the grid with LMH or LMDh designs.

The decision to drop GTE Pro could affect Chevrolet's plans for the Corvette. The General Motors marque is still evaluating its future and whether it will develop a GT3 version of the car to race in the IMSA SportsCar Championship's GT Daytona Pro division after a period of transition running the current GTE-spec C8.R in modified form starting next year.

Asked whether the inability to race as a factory at Le Mans could derail its continuation of the long-running Corvette Racing effort, GM sportscar programme manager Laura Klauser said: "Is it a deal-breaker? We are not ready to say that."

GARY WATKINS

Red Bull could never accept 2021 sacrifice

FORMULA 1

Red Bull boss Christian Horner says his Formula 1 team could never have accepted switching off development of its current car early – despite rivals throwing efforts at 2022.

With F1 teams preparing for a rules revolution next year, a number of outfits – including Mercedes – elected to freeze their current designs early in the campaign to focus more on

their new cars. But Red Bull bucked the trend and has been aggressive by bringing a series of upgrades to its RB16B in its bid to ensure it does everything to try to win this year's F1 title.

Horner (right) has said that he thinks the team is not sacrificing its 2022 performance by pushing so hard this season, and he made clear to Autosport there was no way he could have accepted doing anything different. "It is

embedded in who we are as a race team that it's not in our culture to give up on any season," said Horner.

"People have short memories in this sport, and you've got to go for it. We're very comfortable with our approach.

"Obviously if they are two seconds ahead of us at the first race next year, that will be disappointing. But I feel that we've got the balance about right at the moment."

JONATHAN NOBLE





Qatar eyes F1 slot as Japan falls

FORMULA 1

Formula 1's Japanese Grand Prix has been cancelled for the second year in a row as officials work to find replacement events for the closing stages of the 2021 season.

F1 had hoped that the successful staging of the Olympic Games in Tokyo would pave the way for a visit to Suzuka (above) in October, but the Japanese government cancelled the race last week amid a sustained rise in COVID-19 cases.

F1 said it would announce details on the revised calendar "in the coming weeks", but is facing a number of challenges as the pandemic continues to impact travel and events. Japan joined Canada, Singapore and Australia as events that have been scrapped, while doubts linger over Mexico and Brazil due to their UK 'red list' status.

Autosport has learned that plans are now advancing for Qatar to fill the gap left by Australia and host its first F1 grand prix in November, acting as a boost to the schedule and hopes to fulfil the planned 23-race season. The Losail International Circuit holds an FIA Grade 1 licence required to stage F1 events, and has been a mainstay on the MotoGP calendar since 2004, serving

as the venue for the opening two rounds of the season earlier this year.

It has also staged World Superbike and World Touring Car Championship rounds, but has not hosted a high-profile single-seater event since 2009, when GP2 Asia raced at Losail. The circuit has full lighting that would allow for a night race to take place, as seen with its MotoGP events.

Qatar's addition to the calendar would create a run of Middle East races towards the end of the season, with Saudi Arabia (5 December) and Abu Dhabi (12 December) scheduled to close out the campaign. It is also possible that Bahrain could host a second race later in the year, but plans are not yet advanced as F1 continues to work with existing events on possible options.

The Turkish GP poses a quandary given its red list status, but government officials in Istanbul are hopeful of this changing in time for the race on 3 October.

Elsewhere, the Macau Grand Prix will not host FIA F3 or FIA GT World Cup races for the second year in a row due to strict travel restrictions, while MotoGP has replaced the cancelled Malaysian GP with a second race at Misano in Italy.

LUKE SMITH

IN THE HEADLINES

SEBRING'S WEC RETURN

The Sebring 1000 Miles is set to return to the World Endurance Championship in 2022. The US fixture, which has been cancelled for the past two years, will kick off the six-race schedule in March. The date of the Le Mans 24 Hours will be 11-12 June.

OGIER TO TEST LM WINNER

Seven-time World Rally champion Sébastien Ogier is set to test the Toyota GR010 HYBRID at the WEC rookie test in Bahrain in early November. The Japanese manufacturer has said that talks with the Frenchman are progressing.

INDYCAR BACK TO IOWA

Iowa Speedway will be back on the IndyCar schedule in 2022 after a one-year hiatus, with a double-header in July. Iowa, which has held 15 IndyCar races since it opened in 2006, will host the Hy-VeeDeals.com 250 on Saturday 23 July, while the Hy-Vee Salute to Farmers 300 will take place Sunday 24 July.

EXTREME E ROOKIE TEST

Extreme E will stage a rookie invitational test in Sardinia in a bid to fill a gap in talent, focusing on female drivers, according to championship co-founder Alejandro Agag. The test will take place on Monday 25 October, the day after the conclusion of the Island X-Prix in Sardinia – a late addition to bolster the 2021 calendar following the cancellation of the Brazilian and Argentinian rounds.

GREEN'S BMW WINS AGAIN

Briton Ben Green became the first repeat winner in the 2021 DTM Trophy with victory in the first race at the Nürburgring last weekend. The BMW M4 GT4 ace is now just three points behind Mercedes driver William Tregurtha at the top of the table. Marcel Marchewicz won race two in his Mercedes after Audi driver Lucas Mauron was penalised five seconds for forcing another car off track.

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Vinales out, Crutchlow in after MotoGP shake-up

MOTOGP

Yamaha has formally parted ways with Maverick Vinales with immediate effect following the Spanish MotoGP rider's suspension earlier this month.

Vinales was suspended by Yamaha and withdrawn from the Austrian Grand Prix for deliberately trying to blow up his bike's engine in the latter stages of the Styrian GP (above). Vinales later apologised publicly for his actions, blaming them on frustration at the situation he found himself in during the race and with Yamaha in general.

Having already elected to quit Yamaha at the end of 2021, one year earlier than his current contract period was due to expire as the relationship between both parties deteriorated across the campaign, Vinales has now officially raced his last grand prix for the Japanese manufacturer.

Yamaha had already decided Vinales would remain sidelined for this weekend's British GP, but announced last week that it had parted ways effective immediately with the Spaniard. In a team statement, Yamaha claims the decision was mutual, stating: "Regrettably at the Styrian GP the race did not go well or end well and consequently after deep consideration by both parties, the mutual decision was reached that it would be better for both parties if we end the partnership earlier."

This leaves Vinales a free agent for the rest of 2021, and Aprilia is pushing hard to get the nine-time MotoGP

race winner on one of its RS-GPs this season ahead of a full campaign with the Italian marque in 2022.

Vinales could well test the RS-GP by the end of August and be on the grid with Aprilia by the Aragon GP on 12 September. If this comes to pass, he will take over from Lorenzo Savadori, whom he will replace anyway in 2022.

At the British GP, Yamaha will run test rider Cal Crutchlow in Vinales' place at the factory squad. Crutchlow was already due to race at Silverstone for Petronas SRT as he continued to stand in for the injured Franco Morbidelli. But Crutchlow – who retired from racing at the end of 2020 – will instead mark his unexpected homecoming by competing as a factory team rider for the first time since 2014, when he rode for Ducati.

Crutchlow's place at SRT will be taken by fellow Brit Jake Dixon, who will make his MotoGP debut at Silverstone. The former British Superbike star currently races for SRT in Moto2 and his surprise MotoGP debut is being seen as a means for the team to assess whether Dixon is worthy of a full-time premier class spot with the squad next year.

It was unclear as Autosport went to press whether Crutchlow will remain in Vinales' seat for the rest of the season. Though he is Yamaha's designated replacement rider, he confirmed earlier this month his contract stipulates that he doesn't have to accept any race offers if he doesn't want to.

LEWIS DUNCAN

P14 OPINION

W Series and F3 in driver talks

FORMULA 3/W SERIES

FIA Formula 3 and W Series bosses are discussing ways of helping racers step up from the all-woman championship.

Formula 3 supremo Bruno Michel has spoken to W Series CEO Catherine Bond Muir about helping drivers from the category get into F3.

"We have had some discussions with Catherine to see how we can try to work together in the future," said Michel, who added that there are some "very interesting drivers in W Series". Michel, who also manages FIA Formula 2, suggested the W Series champion could be given testing time in an F3 car.

The F1 feeder series boss and Bond Muir had a meeting when both championships were on the F1 support package in Austria (below) earlier this season. "I took the advantage of being with them in Austria, because we were really next door, to have some discussions with Catherine and to see how we can try to work together," said Michel.

"The thing is that the scale of age in W Series is much wider than it is for us in Formula 3, because they have drivers that go from 19 to 30, more or less, and F3 is from 16 to 22, the average is 19 or 20 I would say."

"To try to get W Series into F1, of course they have to come into the pyramid, and everybody is completely aware of that and everybody understands that. So we are discussing the best way to do that, maybe to help get in some testing in Formula 3 for the winner, so there are discussions in the air, because it's very important that they are coming into the pyramid and not just racing by themselves, and Catherine is completely in agreement with that."

MEGAN WHITE



Grosjean shines on oval debut

INDYCAR

Romain Grosjean's IndyCar engineer believes the ex-Formula 1 driver has shown he could contest a full season after a fine oval debut at Gateway last weekend.

Grosjean, who made 179 F1 starts before his IndyCar switch this year, has been reluctant to race on ovals but was strong around the 1.25-mile World Wide Technology Raceway. Although he finished only 14th, partly due to the unfortunate timing of a yellow flag and a strategy switch, Grosjean pulled off several good passes and rose as high as eighth.

His Dale Coyne Racing engineer Olivier Boisson thinks the Frenchman proved a point: "You never know if a guy from Europe is going to have it for the ovals or not. Santino [Ferrucci] was a good surprise for us because the ovals seem to come naturally to him.

"Romain is a little like that. When you saw the passes he did inside and outside, and how he got stronger on the restarts, and was really going for it and having a good time, yeah, I'm definitely not worried about him racing any ovals. There's no question he can do it."

Boisson said he suspected Grosjean would be strong on ovals, based on his left-turn-only initiation at the 11-car Gateway test he



MILLER

ran at the end of July, but his progress still surprised him. "He didn't take long to get comfortable on the oval, so he is definitely a quick learner," added Boisson, who reckons Grosjean could have cracked the top nine with a better strategy.

"Racing an oval is quite different so there was a little bit of apprehension on his side and our side before this weekend. I didn't know he was going to be so comfortable so soon into the race and would be confident enough to make all those passes on people: that was impressive."

Grosjean has not committed to a future programme but was pleased with the weekend. "We tried a strategy that didn't quite go our way, so the end result isn't as good as our race, but we had a fast car, we learned a lot," said the 35-year-old. "I made a couple of mistakes on cold tyres and got into the marbles, but I was able to save it and I managed to make some good passes.

"I'm happy with this first oval race, I'm a little dizzy right now but tomorrow should be better."

DAVID MALSHER-LOPEZ

DTM driving standards under fire

DTM

DTM driving standards have come under fire after a wild race at the Nurburgring that was marred by several on-track collisions and two safety car periods.

Amid an expanded field of 23 cars, nine drivers retired from Sunday's second race at the former German Grand Prix venue, with seven of those directly a consequence of on-track collisions.

The first safety car was deployed at the end of lap one when Arjun Maini forced the Mercedes of Maximilian Buhk into the

pitwall, coping a 30-second penalty. There was more drama at the second restart, with Maximilian Götz pushing the Porsche of Michael Ammermuller into a spin, and Philip Ellis and guest driver Luca Stolz involved in an all-Mercedes crash. Later in the lap, Red Bull's Liam Lawson triggered an incident that took out the Abt Sportsline Audis of Mike Rockenfeller (right) and points leader Kelvin van der Linde.

"The level is getting down and down, I have to say," said Rockenfeller. "Every time people take maximum risk and drive into you on each side."



Abt team boss Thomas Biermaier added: "We want to see tough duels, but the DTM should not become a bumper car."

RACHIT THUKRAL

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F1 BELGIAN GRAND PRIX PREVIEW



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FP1 1030 FP2 1400

Saturday 28 August
FP3 1100
QUALIFYING 1400

Sunday 29 August
RACE 1400

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Drivers	Constructors
1 Hamilton	195
2 Verstappen	187
3 Norris	113
4 Bottas	108
5 Perez	104
1 Mercedes	303
2 Red Bull	291
3 Ferrari	163
4 McLaren	163
5 Alpine	77



RACE STATS

Previous winners

2020 Lewis Hamilton	Mercedes
2019 Charles Leclerc	Ferrari
2018 Sebastian Vettel	Ferrari
2017 Lewis Hamilton	Mercedes
2016 Nico Rosberg	Mercedes
2015 Lewis Hamilton	Mercedes
2014 Daniel Ricciardo	Red Bull
2013 Sebastian Vettel	Red Bull
2012 Jenson Button	McLaren
2011 Sebastian Vettel	Red Bull



Best results

Hamilton	1st x 4
Raikkonen	1st x 4
Vettel	1st x 3
Ricciardo	1st x 1
Leclerc	1st x 1
Alonso	2nd x 2
Bottas	2nd x 1
Verstappen	3rd x 2
Perez	5th x 3
Ocon	5th x 1

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The standout memories of Le Mans 2021

There were plenty of factors to stick in the mind at the 24 Hours this year. But our man makes a choice that's lasting in more ways than one

GARY WATKINS

What will I remember most about the Le Mans 24 Hours in 2021? The start of what we believe will be a bright new era for sportscar racing? Toyota's fourth victory in a row? A finish so close in LMP2 it was almost beyond belief? The return of a crowd to the greatest motor race of them all? None of the above, actually.

What has stuck in my mind so far was the block of a single colour at the top of the timing screens at the finish. Each of the World Endurance Championship's four classes has its own signature colour that provides the backdrop to each race number on the car and up on the timing screen. Hypercar's colour is red. There were five cars in class and five blocks of red at the top of the order. That's memorable to my mind because it was so unexpected.

A smattering of blue – the colour allotted to LMP2 – in among the red come the end of the race was expected by everyone. I was convinced that we'd be seeing either a Toyota or a Glickenhaus Le Mans Hypercar being dragged back into its garage ready to receive attention for some kind of malady over the course of the race. Perhaps on multiple occasions.

Toyota's GR010 HYBRID and the Pipo-engined 007 LMH from Glickenhaus are cars new for 2021 that have had far from

“If I had a farm to bet, I would have put it on a P2 finishing among the Hypercars”

perfect reliability records so far over this campaign. If the cars couldn't run through six or eight hours at a regular WEC round, then what chance did they have of a clean run over 24?

If I'd had a farm to bet, I would have put it on a P2 car finishing among the Hypercars last weekend. I wasn't quite convinced that one would sneak onto the overall podium, though I thought there was a fair chance. My assumption was that the law of averages would mean one of the cars from each of the two LMH manufacturers, Toyota and Glickenhaus, would make it through the 24 Hours without significant delay.

The Alpine, meanwhile, had to be a good bet for a clean run because it was the fourth Le Mans for the Gibson-engined ORECA design that started out as the Rebellion R-13. That's not to forget the impressive finishing record of the Signatech team that runs

the Renault marque's programme: it has won the LMP2 class three times, and since the team entered the sportscar arena in 2009 and came to Le Mans for the first time, a Signatech entry only twice failed to see the chequered flag.

Signatech's experience stands in stark contrast to that of Glickenhaus Racing. Of course, the American marque has brought in Joest Racing to bolster its set-up and there is no team with more experience – or success, of course – at Le Mans. But the rest of the organisation centred on Podium Advanced Technologies in Italy was new to the event and to prototype racing.

Few were predicting that Glickenhaus would make it to the chequered flag without encountering some kind of problem. In fact, many were proclaiming that the two red cars wouldn't make it to the end full stop. Yet come four o'clock on Sunday afternoon, the two Pipo-engined 007s were still going strong. Or rather one of them was. The water temperatures on the fifth-placed car were off the clock but it still made it home.

It needs to be put on record that the two 007s made fewer pitstops and spent less time in the pits in comparison with both Toyota and Alpine. The winning GR010 HYBRID from the Japanese manufacturer came into the pits 33 times, the fourth-placed Glickenhaus 28. Their total time in the pitlane was 44 minutes and 18s compared with 40m23s. You wouldn't have got very good odds on that happening ahead of the race.

Glickenhaus needs to be applauded for its efforts, even if from the outside it looked like it was never in the hunt. But a car that got quicker as the race wore on as the rubber went down did have a shot at a top three. The #708 car shared by Olivier Pla, Pipo Derani and Franck Mailleux lost its chance of edging Nicolas Lapierre, Matthieu Vaxiviere and Andre Negrao in the Alpine out of the top three because of an ill-timed full course yellow. It was just sheer bad luck about which the team could do nothing.

There is a fantasy ‘what if’ scenario involving both Toyotas requiring lengthy stops to fix their fuel pick-up problems that gives Glickenhaus an unlikely debut Le Mans victory. It really isn't quite as fanciful as it sounds, because things were touch and go in both sides of the Toyota Gazoo Racing garage in the latter stages of the race.

Now if Glickenhaus had won Le Mans at its first attempt, that would have been memorable. I think I'd swap that for my nice neat block of red at the top of the screens as a way to remember Le Mans 2021. *AW*

→ **PI LE MANS RÉPORT**



MotoGP belongs at Silverstone

Many of the UK's MotoGP fans would prefer Donington Park to host the British GP in the future, but Silverstone's fast, flowing circuit provides the best racing

LEWIS DUNCAN

There wasn't much to look forward to about British summertime last year, courtesy of the COVID-19 pandemic. As part of its heavily revised calendar, MotoGP didn't pay a visit to the UK in 2020. But, a year on, much of the country is double-jabbed with the vaccine and this weekend Silverstone will throw its gates open with glee as it welcomes fans back to its grandstands to witness MotoGP's return to this troubled island.

And there's much to look forward to for UK MotoGP fans in 2021. Despite there being no full-time Brit on the premier-class grid at the start of 2021, circumstances in recent weeks mean fans will have two home heroes to cheer on. The 'retired' Cal Crutchlow was originally drafted in to replace the injured Franco Morbidelli at Petronas SRT, but will now mark his factory team return with Yamaha as the ousted Maverick Vinales' replacement.

And, at SRT, former British Superbike star and SRT Moto2 racer Jake Dixon will make his MotoGP debut in front of his home fans on a satellite Yamaha. Add to that Valentino Rossi's final UK appearance in MotoGP, unsold Silverstone tickets are a rarity.

MotoGP's last visit to Silverstone delivered one of the best races of all time, when Suzuki's Alex Rins battled hard with Honda's Marc Marquez and beat him by just 0.013 seconds in a thrilling photo finish. The excitement of that race lives fresh in the mind.

Inevitably, however, a good portion of the UK crowd will be

“MotoGP's last visit to Silverstone delivered one of the best races of all time”

viewing the 2021 British GP weekend through rose-tinted glasses – as will an even bigger portion watching the action live and free on ITV. Without fail, conversation during British GP weekend will turn to whether MotoGP should return to Donington Park when Silverstone's current deal expires.

When the Circuit of Wales project crumbled to nothing back in 2017, Donington's name came back into conversation about staging MotoGP again. Dorna Sports subsequently signed a new three-year deal with Silverstone to continue hosting MotoGP.

MotoGP raced at Donington from 1987 to 2009, playing host to a number of memorable moments, such as Rossi's first MotoGP win in 2000 and Ralf Waldmann's heroic ride in the 250cc race that year, when he came from miles back in last to snatch victory at the final corner on the last lap on a wet track.

Silverstone hosted the British GP from 1977 to 1986, before returning to the calendar in 2010 on the new layout and has remained ever since. That brings Silverstone's total MotoGP races to 19 (plus two cancelled scheduled visits, in 2018 and 2020) versus 23 for Donington. Presumably because its 23 events were consecutive, Donington has wormed its way into the fan zeitgeist as 'the true home of MotoGP in the UK'.

But the fact of the matter is Silverstone is a vastly better circuit for MotoGP than Donington ever was or ever will be. Between 2010 and 2019, three MotoGP races at Silverstone were decided by a victory margin of less than 0.150s, while two – 2013 (0.081s) and 2019 (0.013s) – were decided by less than a tenth. The number of races decided by less than a tenth is three when you include the iconic Kenny Roberts victory over Barry Sheene after an epic duel to the line in 1979 – deep in an era of massive winning margins.

Donington, by contrast, has never had a premier-class race decided by such fine margins. The smallest winning gap at the Leicestershire venue was 0.231s between Mick Doohan and Tadayuki Okada in 1997. Silverstone is fast, flowing and wide, the perfect recipe for close racing. Donington is much narrower and really isn't helped by that hideous section from the Fogarty esses through to the final corner (*never thought it was that bad! – ed*).

By modern standards, Donington is problematic for MotoGP. Barrier proximity is a big issue and work required to rectify this would be very costly. Silverstone is top grade for both FIA and FIM competition, though this has inadvertently led to the main complaint UK MotoGP fans have about Silverstone: big runoff areas have pushed stands further away and sapped atmosphere.

Having visited Donington for World Superbikes twice, I'd hardly say the atmosphere there was buzzing. But this is a nonsense argument anyway, because a circuit doesn't create atmosphere – fans do. Pandemic times have proven this. Races without fans have felt like glorified test sessions, but you wouldn't say a track like Mugello was boring just because no fans were in attendance for this year's Italian GP.

A good race is a good race, irrespective of the atmosphere. About three people and a dog attend MotoGP's Qatar GP every year, yet we tend to end those races out of breath after some stunning action.

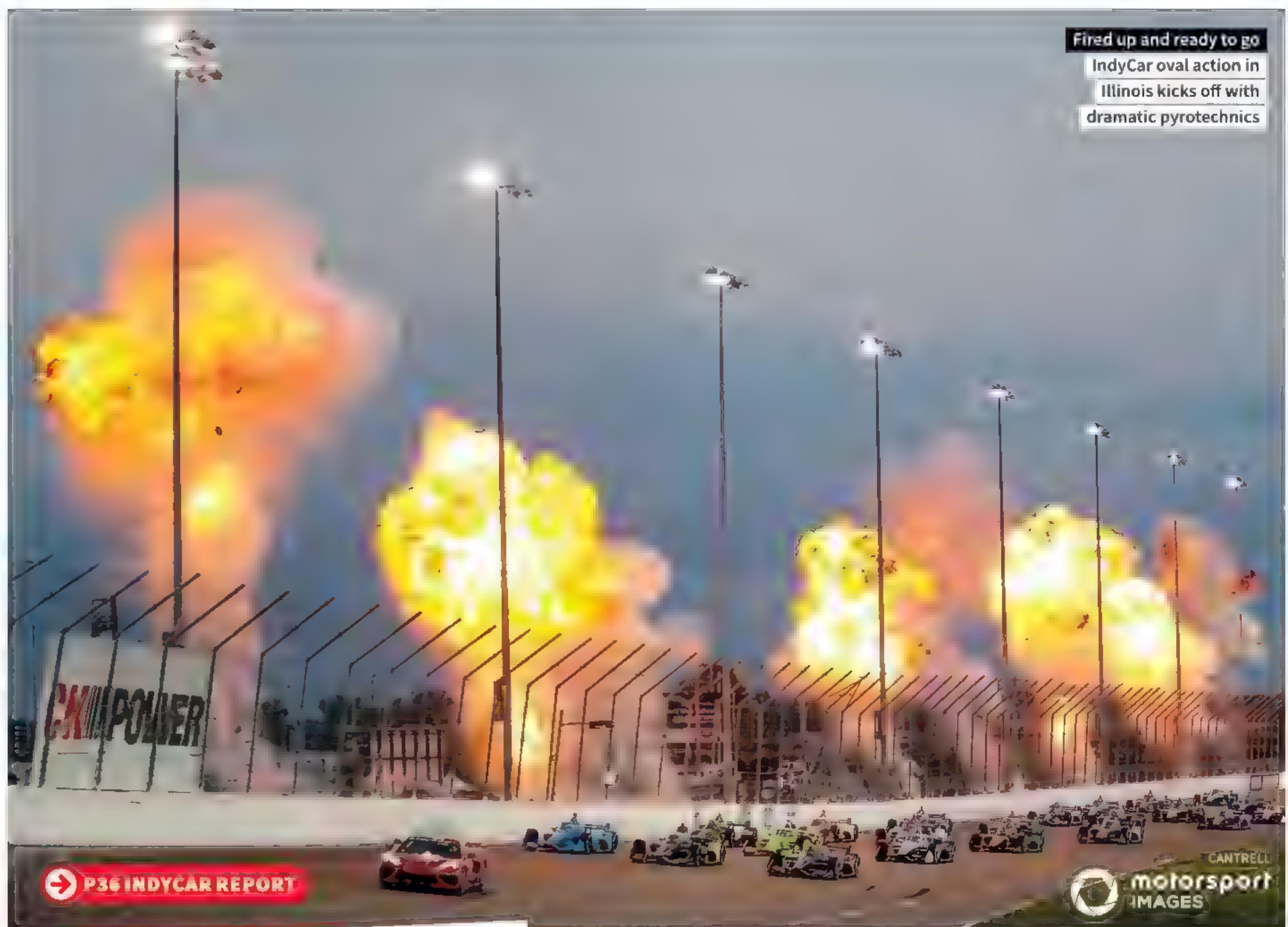
But if there's one thing that truly elevates Silverstone above Donington as a MotoGP venue it's the fact the former is the only circuit where Marc Marquez has jumped off his Honda and admitted to being genuinely scared out on track during a particularly windy session a few years ago.

Silverstone is yet to secure its MotoGP future beyond 2021, but it's time to accept that it is the right home of MotoGP in the UK.

Besides, if we want to get technical, MotoGP's true UK home is its 1949 birthplace – the Isle of Man... *W*

PICTURES OF THE WEEK

Fired up and ready to go
IndyCar oval action in
Illinois kicks off with
dramatic pyrotechnics



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Not as easy as it looked

Toyota scored its fourth Le Mans victory and a 1-2, but there was a serious problem that had to be solved with some ingenuity

GARY WATKINS

PHOTOGRAPHY  motorsport
IMAGES

On the face of it, Toyota had an easy run to victory in the 89th running of the Le Mans 24 Hours with its new Le Mans Hypercar. The best of its GR010 HYBRIDs finished four laps up on its nearest rival in the form of Alpine's old LMP1 car. The reality was that over the latter hours of the race the Japanese manufacturer was fighting an issue that threatened not just its chances of victory, but to relegate its two cars perhaps as far as the lower reaches of the top 20.

That Toyota was able to celebrate a fourth Le Mans victory in a row was the result of some outside-the-box thinking. And that Kamui Kobayashi, Mike Conway and Jose Maria Lopez were finally able to get a victory on the board in the big race after years of heartbreak was at least partially down to the fact that their GR010 was hit later than the sister car over the course of the double-points round of the World Endurance Championship last weekend.

The Sword of Damocles hanging over Toyota was the same, or very similar, to the fuel pick-up issue that had hit the #8 Toyota of Sebastien Buemi, Kazuki Nakajima and Brendon Hartley during the previous round of the WEC at Monza in July, as well as the #7 car in free practice. In Italy the solution to the problem was the replacement of the collector in the fuel tank. The loss of time last month was almost an hour. Toyota reckoned it could have completed the change this time in around 45 minutes. It wouldn't really have made much difference. The Toyotas would have finished outside the top 10 with that kind of delay, just outside if the mechanics got snappy and well outside if they didn't.

It would, said TGRE technical director Pascal Vasselon, have been a "showstopper" for the team. "Game over" was the other term he used. Remember the new breed of LMH machinery racing in the Hypercar division, the new name for the top class in the WEC, is significantly slower than before, or more pertinently ►



HOUR BY HOUR BY FILIP CLEEREN

Hour 1 1500-1600

Conway's polesitting #7 Toyota builds up a comfortable lead, while the #8 sister car drops back after being hit by the #708 Glickenhaus at the start. Alpine also loses early ground due to Lapierre losing it in the wet.

Hour 2 1600-1700

The #7 Toyota retains its advantage, while in the #8 car Buemi moves back up to second. Lapierre passes the LMP2 front-runners to regain third place overall. Both Glickenhaus entries are already in danger of being lapped after early struggles.

Hour 3 1700-1800

Conway hands his leading #7 Toyota over to Kobayashi after a quadruple stint, while Hartley continues the chase in the #8 car. Lapierre is relieved by Negrao in the Alpine, which struggles to make inroads on the leaders.

Hour 4 1800-1900

Toyotas are on different fuel strategies, which gives the #8 car a way back into the fight. A safety car splits both cars up behind different trains, the gap now 1m15s. Alpine trails by a similar deficit to second place.



only four or so seconds faster each lap than the best of the LMP2 prototypes in their latest downgraded specification. That's different to 2017, when the winning Porsche 919 Hybrid was able to spend more than an hour in the pits having a motor-generator unit replaced and still come back to overhaul the best of the P2s to take the lead an hour before the end of a race of attrition.

"It was a similar problem to Monza, but in Monza we could not fix it," explained Vasselon. "Many people in the team have been quite creative to fix the problem.

"The big difference this time was that we found a way to work around it without stopping for an hour in the garage, which would have been a showstopper. We knew stopping would have been game over for the win, which is why we did everything we could not to do it."

Toyota revealed that it had traced the Monza problem to contaminated fuel, or at least it believed it had, in the lead-up to last weekend's race. The contamination, it explained, was a

result of the way it handles or manages the fuel within the team. This contamination was blocking the filter in the collector at the bottom of the tank and causing the pick-up problem.

Whether the problem was identical to the one at Monza, Toyota wouldn't reveal, or perhaps couldn't. "We have to look into more details to give a clearer picture," said Vasselon.

Whatever, it made for a nerve-wracking end to the race, particularly for the crew of the winning car who've borne the brunt of Toyota's misfortune in recent years. It was only two years ago, of course, that #7 lost victory with an hour to go courtesy of an incorrectly wired tyre pressure sensor.

"This race is never easy even if you are out leading on your own, you are still worried all the way to the end," said Conway. "The last six hours we had something that could have been a really big problem. Luckily the team came up with a solution to keep us going. All credit to them for figuring it out, and making sure we could get a 1-2 is pretty special in the circumstances."

HOUR BY HOUR

Hour 5 1900-2000

The gap between Kobayashi and Hartley increases to 1m50s, while Alpine loses its first lap. The first of the Glickenhaus cars is still battling LMP2 runners, trailing G-Drive in fifth overall. Its #709 sister car is another lap in arrears.

Hour 6 2000-2100

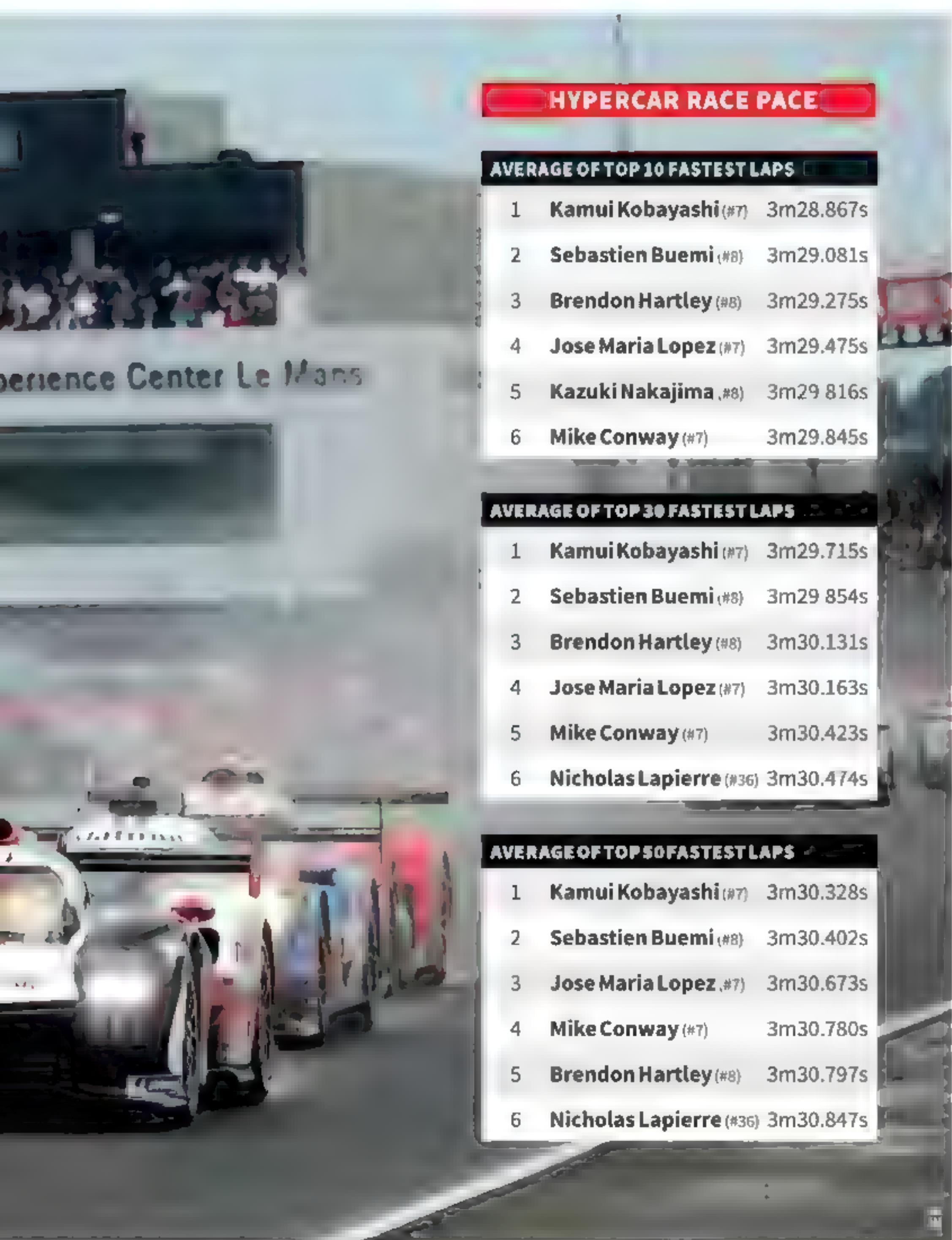
At quarter distance the gap between the two Toyotas starts to come down again, Nakajima trailing Lopez by 1m30s. The #708 Glickenhaus finally regains fourth, two laps behind the leaders and one tour down on the Alpine.

Hour 7 2100-2200

The situation stabilises with the gap between both Toyotas decreasing to 1m10s. All five Hypercar entrants are now running well with no signs of reliability concerns.

Hour 8 2200-2300

Early into the eighth hour Vaxiviere spins the Alpine at the first Mulsanne chicane, skidding into the gravel. It costs the Signatech-run car four minutes, dropping it down to eighth place while the #708 Glickenhaus takes third.



“This race is never easy even if you are out leading on your own, you are still worried all the way”

Conway and his team-mates led for all but 22 of the 371 laps they completed last weekend. That makes it sound as though they were dominant, which isn't quite right.

The two Toyota crews were actually amazingly evenly matched. On the averages, car #7 was a tad more than one hundredth quicker than its sister over the 50 fastest laps, six hundredths over 100 and just under two tenths if the sample was increased to 200 laps.

If the #7 car wasn't favourite after Kobayashi plonked a Toyota on pole for the fourth time in five years by three ▶

STORY WITH A HAPPY ENDING



Glickenhaus satisfied with Le Mans debut

Glickenhaus struggled at first and it didn't look like its two Pipo-engined Le Mans Hyercars had anything for Alpine, let alone Toyota. Yet through Sunday morning the #708 car driven by Olivier Pla, Pipo Derani and Franck Mailleux battled with the French car for the final place on the podium.

Glickenhaus was all at sea early in the race. The 007 LMH struggles in low-grip scenarios and had run for barely two hours in the wet before 4pm on Saturday. The rain was a double whammy for the Italian-based operation because a field of 60-odd cars running on grooved tyres removed much of the rubber laid down over the preceding week. It explains why the two cars got better over the course of the 24 hours.

Derani and co were a match for the Alpine-Gibson A480 over the race's second half. The battle was ultimately resolved by a spot of bad luck for Glickenhaus early in the 20th hour. A full course yellow was called just as Mailleux needed to pit for fuel. The team had two options: come for a so-called emergency pitstop that allows a five-second splash of fuel or push on for another lap in the hope that the track stayed yellow. It chose the latter only for the FCY to quickly disappear. Mailleux's lap took more than five minutes, handing Alpine an advantage it retained to the end.

But there was only limited disappointment after both cars took the chequered flag, the #709 entry of Romain Dumas, Richard Westbrook and Ryan Briscoe three laps in arrears of its sister. “We are super happy,” said Luca Cianetti, technical director of the Podium Advanced Technologies operation. “You have to be if you get two new cars to the finish. Romain has been coming to Le Mans for 20 years and said he has never seen something like this.”

Hour 9 2300-2400

As the rain returns and causes chaos all around them, both Toyotas comfortably lead into the night, the #8 car now 30 seconds behind its leading sister car but on a different strategy. Alpine recovers to fifth after Vaxiviere's off.

Hour 10 2400-0100

The #8 car gets a sniff of the lead after the #7 crew decides to pit behind a safety car and sees its lead wiped out. Three laps behind the pair, the #708 Glickenhaus is being hunted down by the Alpine for third.

Hour 11 0100-0200

After an entertaining nocturnal battle Lapierre passes Pla to retake Alpine's third spot before handing over to Negrao. The #7 and #8 Toyotas continue running close together.

Hour 12 0200-0300

The #7 Toyota leads at halfway with a healthy buffer of 1m50s, the #8 Toyota pitting shortly before the 12-hour mark. Alpine continues to circulate in a distant third place, three laps off the lead.



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tenths from Hartley and 1.7s from the Alpine, it was within a few hundred metres of the race going green. It had rained in the run-up to the 4pm (local time) start and, after two laps spent behind the safety car with the clock ticking, Buemi was tipped into a spin at the Dunlop Chicane.

Tipped is actually the wrong word. Bashed would be better, given the force with which the locked-up Glickenhaus of Olivier Pla struck the back of the Toyota as he turned into the left-hander. Buemi dropped down the order and then to the back of the 61-car field when he had to stop to reboot the car's electronics after the hit. The Swiss was 50th at the end of lap

“Vasselon admitted the absence of damage after the impact was ‘quite a good surprise’”

three, and he and his team-mates were playing catch-up for most of the rest of the race.

The #8 Toyota for once had the lion's share of the issues to hit the team at Le Mans, though there was also some good luck involved given the severity of the hit from the Glickenhaus-Pipo 007 LMH. Vasselon admitted afterwards that the absence of damage after the impact directly on the left-rear wheel was "quite a good surprise".

There were a series of further delays for the #8 car crew early on. Buemi had a side-to-side clash with an LMP2 car

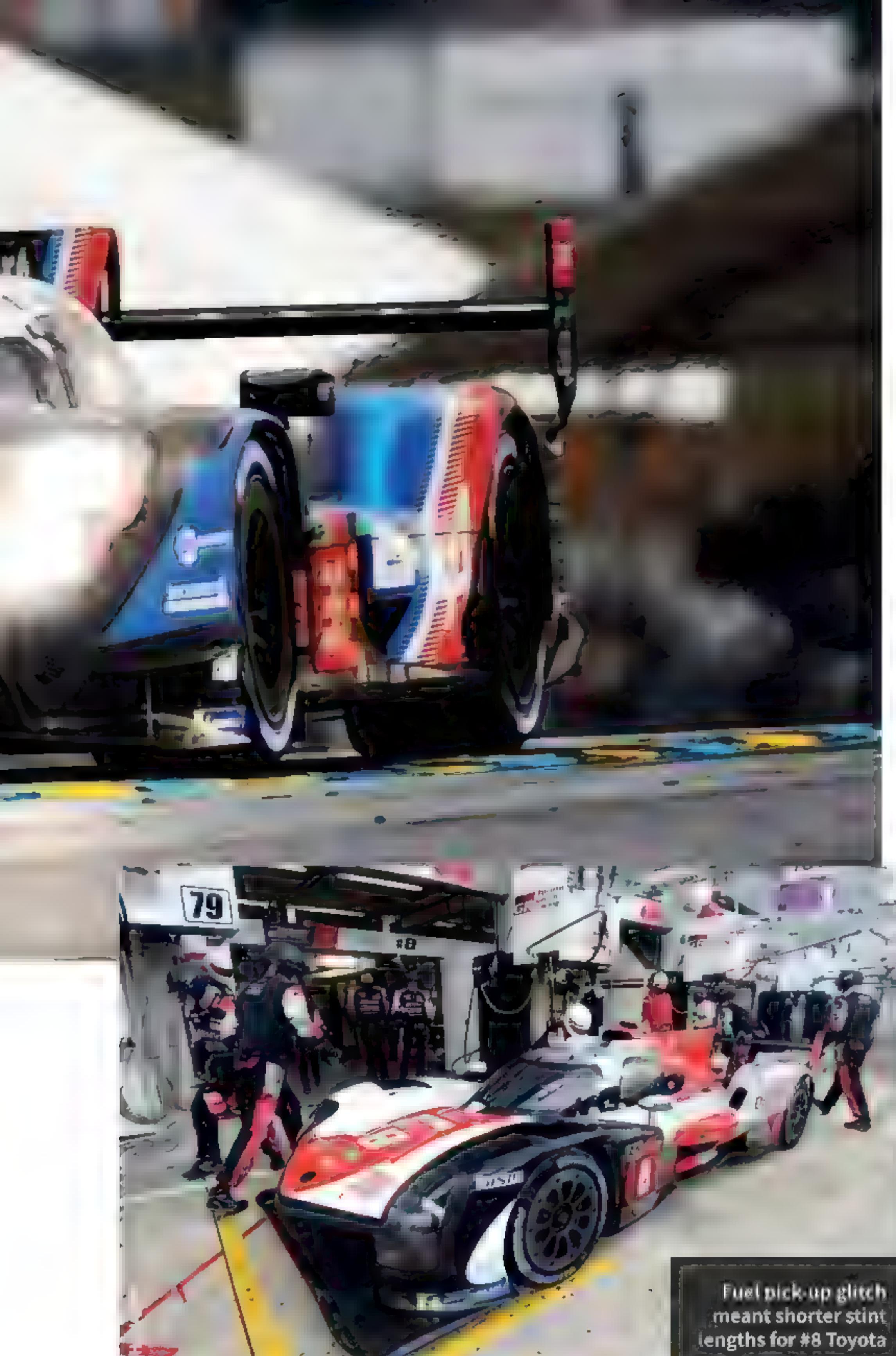
HOUR BY HOUR

Hour 13 0300-0400

Due a pitstop, the #8 Toyota leads with the #7 on its tail. Kobayashi is lucky to avoid disaster after going off at Indianapolis. Alpine and the #708 Glickenhaus continue holding third and fourth, while the #709 Glickenhaus is in 10th.

Hour 14 0400-0500

No change at the front, with the #7 Toyota holding a net lead on the sister car. Alpine now also falls four laps down like the #708 Glickenhaus, the #709 a further two laps in arrears in eighth.



that damaged the right-rear wheel, while Hartley was far enough behind the sister car when the safety car came out for the first time to get caught behind a different one of the three course vehicles deployed on the 8.47-mile Circuit de la Sarthe. That came with the loss of a minute. Later on, the car needed a replacement "passenger's side" door after a scoop was damaged for an unknown reason.

Buemi's fightback after his first-lap delays was rapid. He'd reached position 10 after the same number of laps when he ducked into the pits to change from wet-weather Michelin to slicks and was third by the end of the opening hour. Second position, 55s down on Conway, was his three laps later.

The gap came down to just six seconds when Conway pitted twice within eight laps with a deflating left-rear tyre either side of the two-hour mark. A more representative margin of a minute was restored when Buemi made his next stop, which grew to two after Hartley took over just before the first safety car was called. ▶

Hour 15 0500-0600

The #7 Toyota's lead grows again after a steady hour, while the #8 car receives a new nose as Hartley hands over to Nakajima. The #709 Glickenhaus passes the #28 JOTA for seventh.

Hour 16 0600-0700

The #7 Toyota keeps expanding its lead, which it will never concede again, as Lopez hands over to Conway. Both cars continue lapping around the 3m30s or 3m31s mark.



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The chasing Toyota briefly got to within 20s when the leader stopped as the safety car came out for the fourth and final time more or less bang on eight hours. Two hours later, Buemi was only 19s behind Conway when he pitted two laps earlier than the usual 13 the Toyota could manage on its energy allocation. The team said it was “chasing a fuelling problem”, though the car quickly returned to its normal routine.

Four hours later, #8 needed a new nose after a drop in aero performance as a result of minor damage. An hour after that, the fuel issue returned and Buemi could only manage a series of short stints. The race was as good as over. The second-placed car’s stints fluctuated in length thereafter, but only once would it go the full 13 laps.

The fuel problem hit the winning Toyota later. Kobayashi was hauled out of the car after two stints rather than the usual three shortly before 10am on Sunday so that a fully briefed Lopez could take over.

The second-placed car dropped off the lead lap shortly after midday when a laptop was plugged in during the pitstops. The gap grew to two laps when Toyota brought the two cars into the pits in the last half hour for a precautionary top-up of fuel and to get them into line astern for the photo finish.

The ingenuity of which Toyota boasted was enough to ensure that the pair of GR010s never came under threat from the rest of the Hypercar field. The Alpine-Gibson A480 grandfathered P1 car shared by Nicolas Lapierre, Matthieu Vaxiviere and Andre Negrao managed to hit the 12 laps between pitstops that the

“It wouldn’t be entirely correct to say that Toyota was just too quick for the Alpine to have a chance”

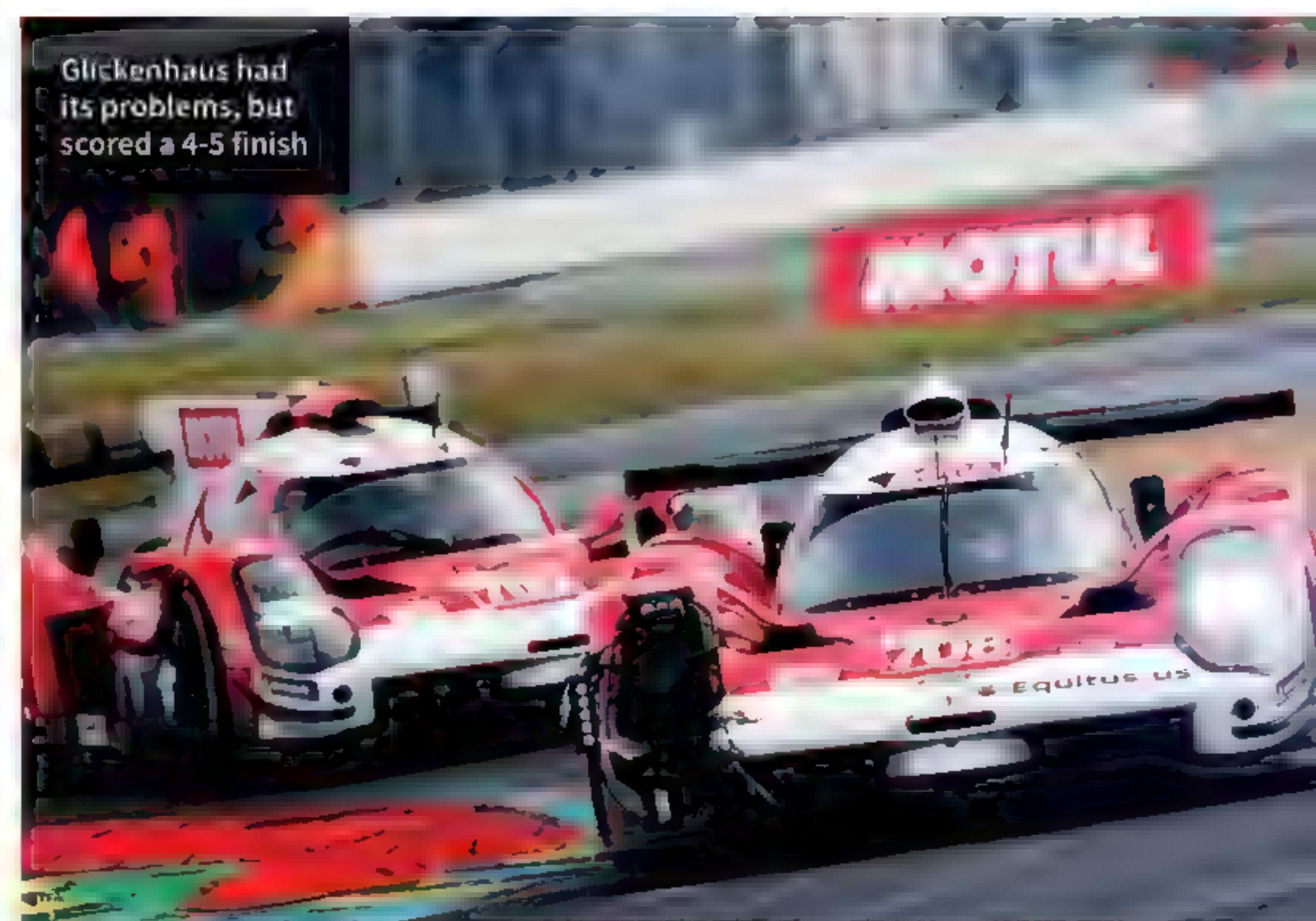
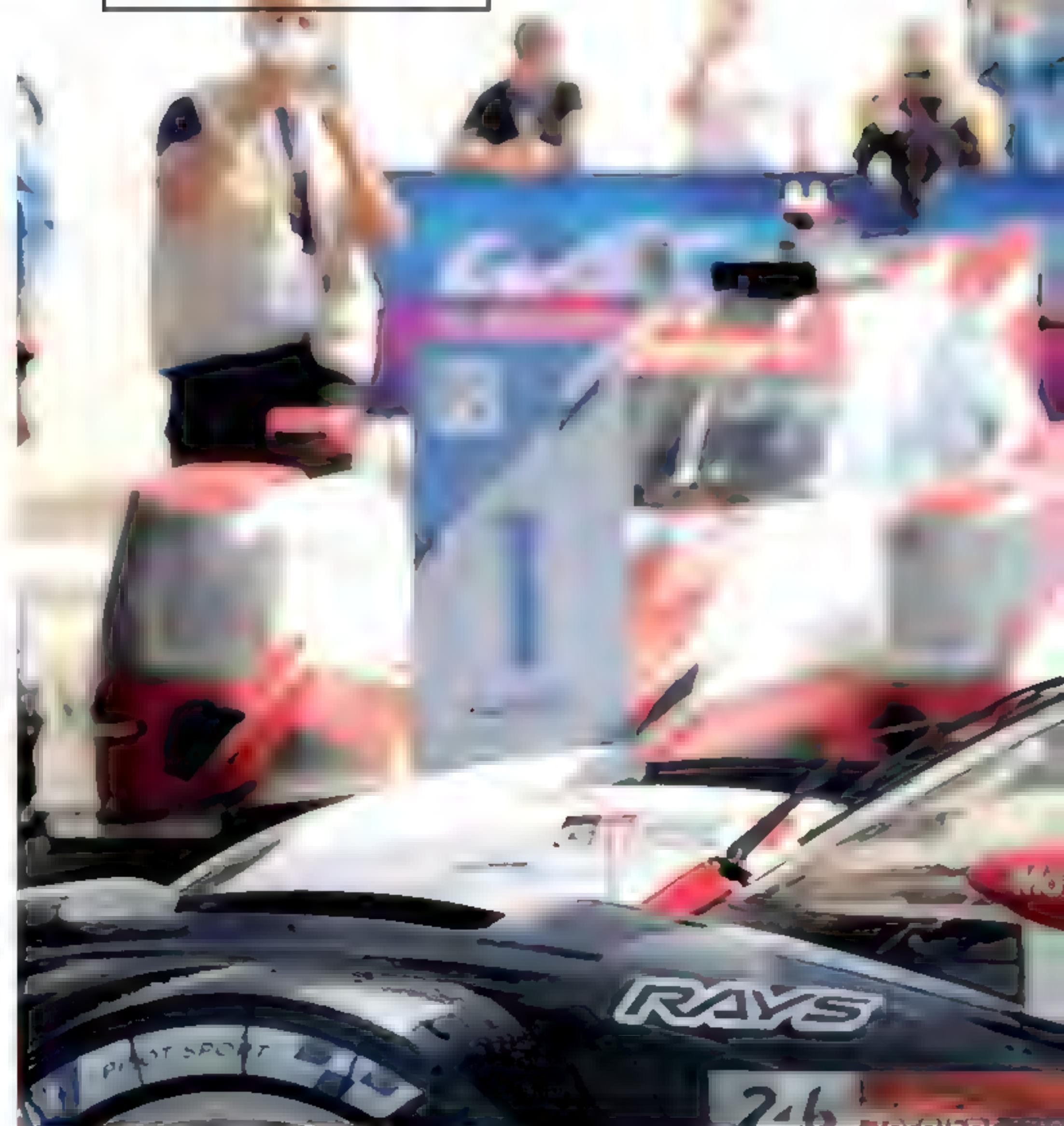
team believed would be key to its chances.

The Signatech-run team achieved 12 laps courtesy of an increase in fuel capacity that the A480 needed to accommodate at least some of the energy allocation it couldn’t fit in the LMP2-size tank at the opening three 2021 WEC rounds, as well as some work with engine supplier Gibson and lifting and coasting by the drivers. But it didn’t turn out to be the silver bullet the team had hoped because the Toyotas (when healthy) were able to go at least 13 laps between stops.

It wouldn’t be entirely correct to say that the Toyotas were just too quick for the Alpine to have a chance. That’s because there was a disparity in the pace of the Alpine drivers. Veteran Lapierre was only half a second off, but Vaxiviere and Negrao were more than two seconds in arrears.

The ORECA design that started life as the Rebellion R-13 was a lap down after six hours and then fell another in arrears in hour eight when Vaxiviere spun at the first Mulsanne chicane thanks to getting on the wet part of the track lapping a couple of GT cars. Four minutes were lost while the car was lifted out of the gravel.

That winning feeling: Conway, Kobayashi and Lopez let it all sink in



HOUR BY HOUR

Hour 17 0700-0800

The #7 Toyota leads the sister car by nearly two minutes, while the #708 Glickenhaus briefly takes third away from Alpine as it is due a pitstop. The #709 Glickenhaus loses more ground and is now seven laps down in ninth.

Hour 18 0800-0900

There’s drama in the Toyota camp as Buemi’s #8 car is starting to struggle with fuel pick-up issues, restricting its stint length to eight laps. Buemi loses another minute on the leading #7 car after stopping on the side of the road.

Hour 19 0900-1000

The #8 Toyota continues to lose ground due to its shortened stints and is in danger of going a lap down. Meanwhile the #7 Toyota is also struggling with similar fuel issues as Toyota engineers find a workaround to keep both cars out on track.

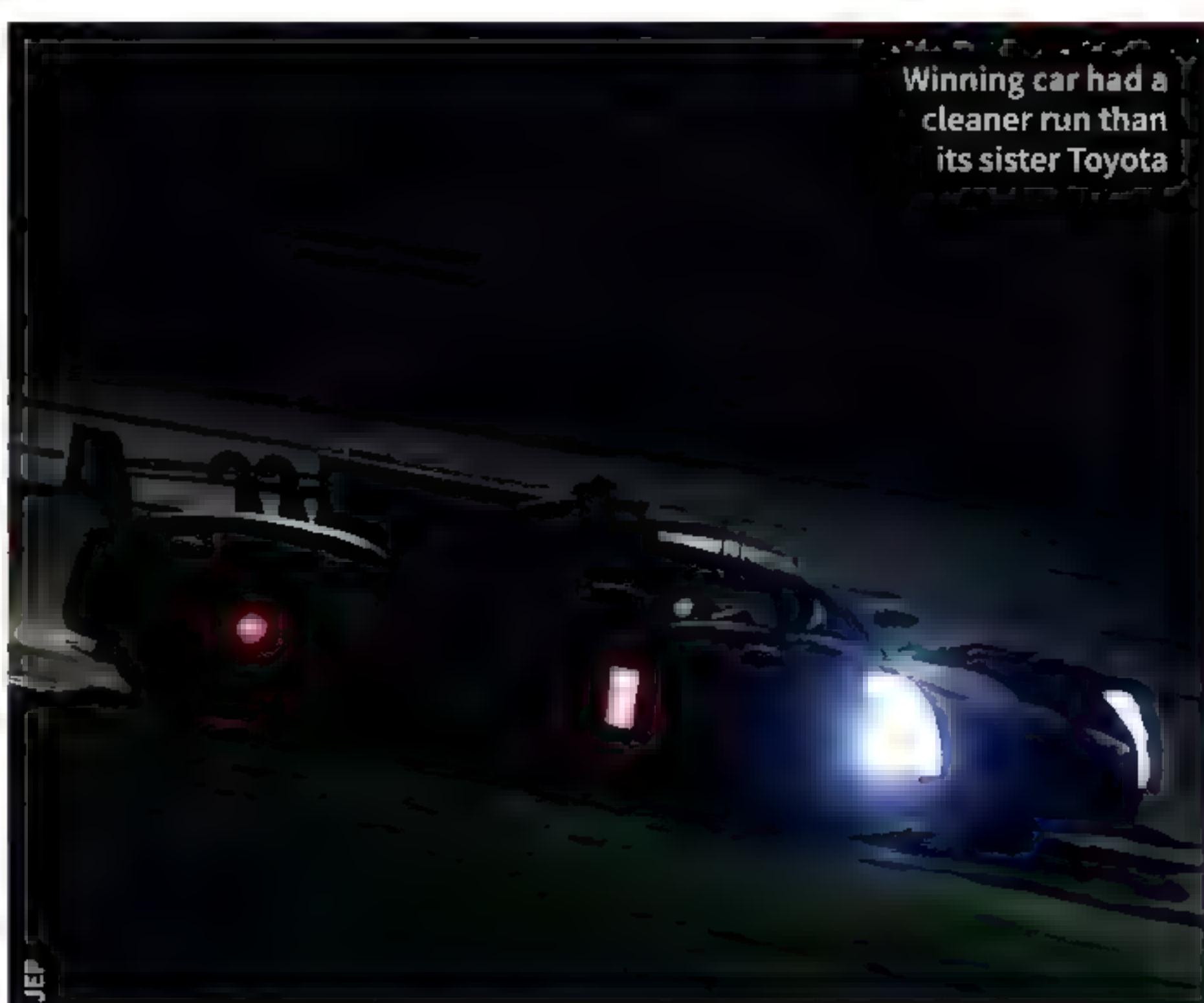
Hour 20 1000-1100

Both Toyotas are running stable as the teams seems to have the situation under control. The #8 car just about remains on the lead lap, while third-placed Alpine follows four laps behind.



Acronis

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Hour 21 1100-1200

The #8 Toyota does indeed fall a lap behind the leading #7 car after Hartley spends two minutes in the pits to help solve the fuel issue, costing him half a minute to Lopez. After a couple of shorter stints, the #7 Toyota reverts to its 13-lap standard.

Hour 22 1200-1300

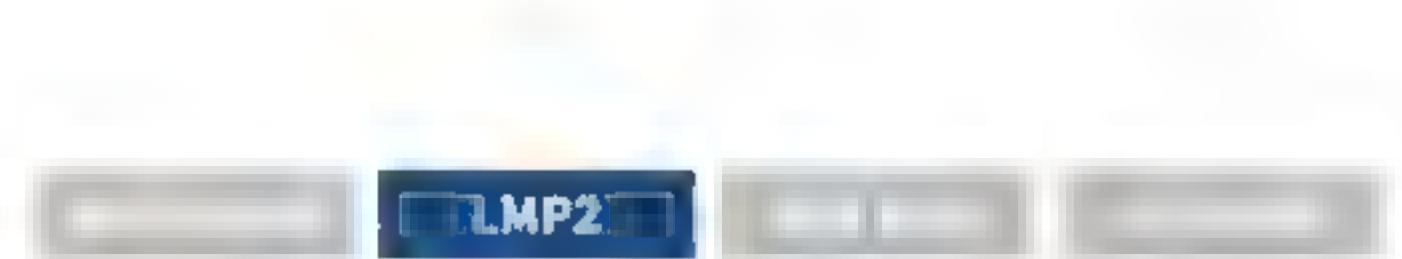
The #8 and #7 Toyotas continue using their fuel workaround as they enter a nervy final few hours. After putting up a brave fight, the #708 Glickenhaus finally loses touch with the #36 Alpine for third.

Hour 23 1300-1400

Conway leads the way before handing over the #7 car to Kobayashi for the run to the finish. The #8 car similarly switches to its Japanese driver Nakajima as the marque nears a 1-2 victory and a fourth consecutive Le Mans win.

Hour 24 1400-1500

Toyota's #7 leads its sister home. Conway, Kobayashi and Lopez finally find redemption after years of Le Mans heartbreak. Alpine secures a distant podium while Glickenhaus is fourth and fifth. All Hypercar entries make the finish.



Kubica denied but Frijns wins for WRT

Many teams were left contemplating what might have been in the LMP2 class this year, but Robin Frijns, Ferdinand Habsburg and Charles Milesi brought it home

GARY WATKINS

PHOTOGRAPHY  motorsport
IMAGES

As the final hours of the Le Mans 24 Hours ticked down, the WRT squad looked pretty much on course for an LMP2 1-2. The Belgian team did go on to complete a debut victory in the French enduro, yet by a scant seven tenths of a second and with one of its cars sitting motionless in the Esses.

Robin Frijns, Ferdinand Habsburg and Charles Milesi added to a WRT CV loaded with endurance successes in the GT3 arena with Audi – victories in the 24-hour classics at Spa and Nurburgring included – after a dramatic finish in the secondary prototype class. The World Endurance Championship regulars were set to bring their ORECA-Gibson 07 home second to team-mates Robert Kubica, Louis Deletraz and Yifei Ye, only for WRT's European Le Mans Series car to grind to a halt on the very final lap.

A broken throttle sensor shut the Gibson engine down on sportscar rookie Ye. The team lost its data link to the ORECA one moment and the next the car was rolling down the hill after the Dunlop Bridge without power.

Yet it wasn't simply a case of the sister car cruising around the final lap to inherit the victory. Frijns had to fight for it. The #28 Jota ORECA with Tom Blomqvist at the wheel was closing fast on a car that Frijns reckoned hadn't been quite right since the second stint of a quadruple to bring the car home.

Blomqvist, who shared the Jota car with Stoffel Vandoorne and Sean Gelael, crossed the line at the start of the final lap just 1.8s behind Frijns. It was a fraught final lap for both of them as the Toyotas lined up for a formation finish and concertinaed the field behind them.

Robin Frijns takes the chequered flag and very nearly the flag official





Frijns just hung on despite clipping a GTE Am Aston Martin on the start/finish straight and coming frighteningly close to collecting the official waving the chequered flag in traditional Le Mans style out on the race track.

Frijns, Habsburg and Milesi, all racing in the Le Mans 24 Hours for the first time, had been in the pound seats until the air jacks failed on their ORECA when Frijns climbed aboard for the run to the flag.

WRT had to employ what sporting director Thierry Tassin called a "MacGyver" solution — a reference to the ingenuity of the lead character in the US TV action show of that name — to overcome the problem. The team packs giant inflatable pillows that can be inserted under the car for this exact eventuality. The problem was it could only get the car up into the air at one end,

forcing it to change only the tyres on one axle at a time.

This issue deprived the winning WRT car of a lead it had held for much of the race: it led for 220 of the 363 laps completed by the top two in P2. The time lost in the pits, which included an unscheduled stop for rears after a tyre was damaged when Frijns was tagged by a GTE Am class Porsche, allowed Ye to move ahead in the sister car late in the 22nd hour.

The Dutch driver explained that the car wasn't quite right after this incident and it ultimately played a role in making the finish so tight. "I was on the radio saying something was wrong," he said. "There was no support from the rear of the car anymore. It was our race to lose, basically, through the race and then it became our race to win."

Blomqvist had got the gap between himself and Frijns in what

"To lose by seven tenths is bittersweet. I would actually have been happier to lose by more"

was then the battle for second to under 20s at the final round of stops, only to lose 10 so seconds when he got boxed in when he pitted. The deficit went up to nearly 30s, but he was able to scythe the time out of the struggling WRT car.

"It is still great to get second, but to lose by seven tenths is bittersweet," said Blomqvist. "I would actually have been happier to lose by more."

Blomqvist was adamant that he and his team-mates would have been right with WRT anyway but for a double penalty early on Saturday evening. The car was issued with a drivethrough because Blomqvist received a late call to duck into the pits early in hour four during the first safety car period (not including the one behind which the race started).

When he left his box, he was confronted by a green light at the pitlane exit and joined the wrong one of the three safety car queues. The onus is on the team to get its driver in the correct crocodile, the misdemeanour coming with a 90s stop/go. More time was lost when Jota got its tyre strategy wrong by putting the car onto intermediates rather than staying on slicks during another safety car.

It looked like it was going to be a bad day for Jota. Antonio Felix da Costa was on fire at Le Mans last week in the car he shared with Anthony Davidson and Roberto Gonzalez. The Portuguese put the car in the barriers at Tertre Rouge in opening free practice on Wednesday after tangling with a GTE Am Ferrari. After that he was quite simply imperious, setting two laps good enough to top

LMP2 RACE PACE		
AVERAGE OF TOP 10 FASTEST LAPS		
1	Nyck de Vries (#26)	3m32.576s
2	Tom Blomqvist (#28)	3m32.583s
3	Yifei Ye (#41)	3m32.619s
4	Antonio Felix da Costa (#38)	3m32.636s
5	Will Stevens (#65)	3m32.671s
6	Felipe Nasr (#82)	3m32.707s
AVERAGE OF TOP 30 FASTEST LAPS		
1	Nyck de Vries (#26)	3m33.337s
2	Tom Blomqvist (#28)	3m33.407s
3	Yifei Ye (#41)	3m33.501s
4	Antonio Felix da Costa (#38)	3m33.639s
5	Will Stevens (#65)	3m33.756s
6	RengervanderZande (#34)	3m33.815s
AVERAGE OF TOP 50 FASTEST LAPS		
1	Nyck de Vries (#26)	3m33.906s
2	Tom Blomqvist (#28)	3m33.965s
3	Yifei Ye (#41)	3m34.016s
4	Antonio Felix da Costa (#38)	3m34.172s
5	Will Stevens (#65)	3m34.385s
6	RengervanderZande (#34)	3m34.540s

LMP2 IN BRIEF

**SRT41'S 32ND PLACE IS A WIN**

Frederic Sausset's SRT41 squad made it to the finish with the entry for an innovative car in what used to be called the Garage 56 slot. Paraplegic drivers Takuma Aoki, a podium finisher in 500cc motorcycle grands prix in the late 1990s, and Nigel Bailly, who joined Matthieu Lahaye as a late replacement for the injured Francois Heriau, suffered no delays on the way to 32nd position.

RISI SQUAD RUNS INTO PROBLEMS

There was no fairytale return to the prototype ranks at Le Mans for the Risi Competizione squad, which claimed the first of its three class victories at the Circuit de la Sarthe way back in 1998 with a Ferrari 333 SP on its last appearance with a pure-bred racer. Its ORECA shared by Felipe Nasr, Oliver Jarvis and Ryan Cullen fell out of contention on Saturday evening when the rear bodywork started falling part. It lost more time to an oil leak before engine failure ended its race early in hour 20.

CRASHES END IDEC SPORT HOPES

Just 61 cars started the race at Le Mans after the IDEC Sport-run entry put together by the US-based Era Motorsport squad scratched from the event after a second big shunt. The #17 ORECA had been rebuilt around a fresh monocoque after Dwight Merriman crashed on the test day. He then crashed the car again in third free practice. The team, which had brought in Thomas Laurent to co-drive the car with Merriman and Ryan Dalziel after Era owner Kevin Tilley was ruled out with a shoulder injury, decided to call it a day.

HIGH CLASS FINISHES LOW DOWN

Father and son Jan and Kevin Magnussen endured a torrid Le Mans on their first appearance in a racing car together. Together with Anders Fjordbach, their High Class ORECA finished second to last in class after a sudden tyre deflation following a hit from Roman Rusinov's G-Drive ORECA put the car in the barriers in the Esses on Sunday morning.



the opening qualifying session, blitzing hyperpole qualifying by half a second and running as high as second overall on the damp track early on.

It went wrong for the crew when Davidson climbed aboard after two and a half hours. He spun out of the lead at the Dunlop Curve in light rain as he started his first flying lap, holding his hand up afterwards to say he was at fault. The incident had a knock-on effect later on: the off damaged the oil filter, leading to a 30-minute stay in the garage that meant the Jota car could finish no better than eighth, five laps down on the class winners.

The Panis Racing/Tech 1 squad took third in class for the second year in a row, though its ORECA was a more competitive proposition this time around with Will Stevens, James Allen and silver-rated Julien Canal, the only one of the trio to carry over from last year's line-up. Canal had nothing for the recovering Jota car on Sunday morning when the team was knocked out of the top three. Without a twenty-something super silver, Panis was always going to have its work cut out to improve on last year's result.

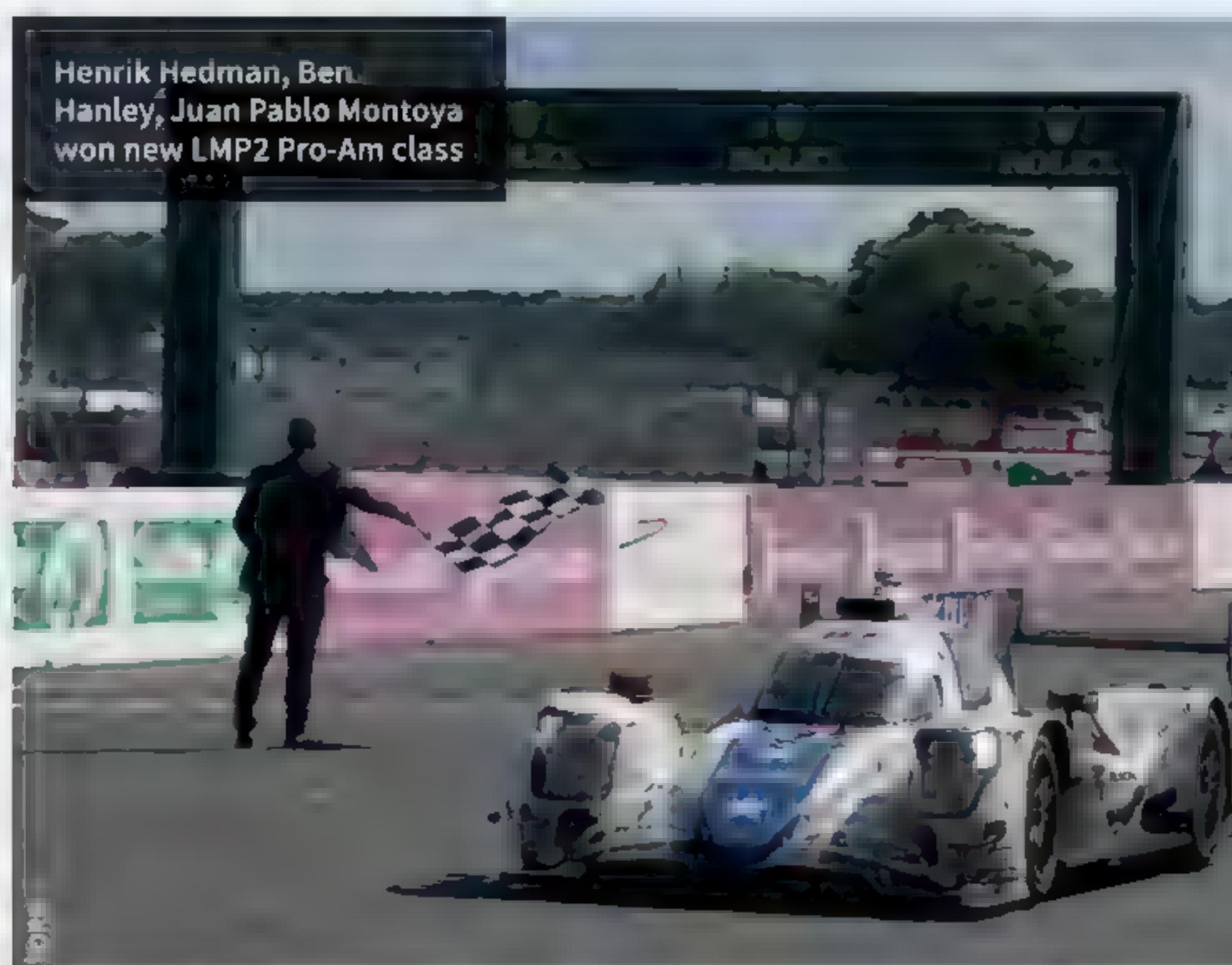
"We were always there or thereabouts," said Stevens, who set fastest LMP2 lap late on. "I think we maximised what we had."

"We're a small team compared to our competitors and you've got to look at the total package"

We're a small team compared with our competitors and you've got to look at the total package we've got. We're happy."

United Autosports, winner in P2 at Le Mans last year, salvaged fourth place with Paul di Resta, Alex Lynn and Wayne Boyd after a difficult weekend. Di Resta was leading the race in hour five when a return of proper rain triggered a mad five minutes. Manuel Maldonado, who'd just gone a lap down in the United entry he shared with Nico Jamin and Jonathan Aberdein, lost it under braking for the Dunlop Curve, skated across the gravel and T-boned his team-mate. Ten minutes were lost to repairs to the front, rear and left-hand sidepod of United's star car. Despite the patch-up the car remained bang on the pace and came through to another top 10 overall at Le Mans for United.

Reigning champions Filipe Albuquerque and Phil Hanson, paired with regular WEC team-mate Fabio Scherer, had a nightmare



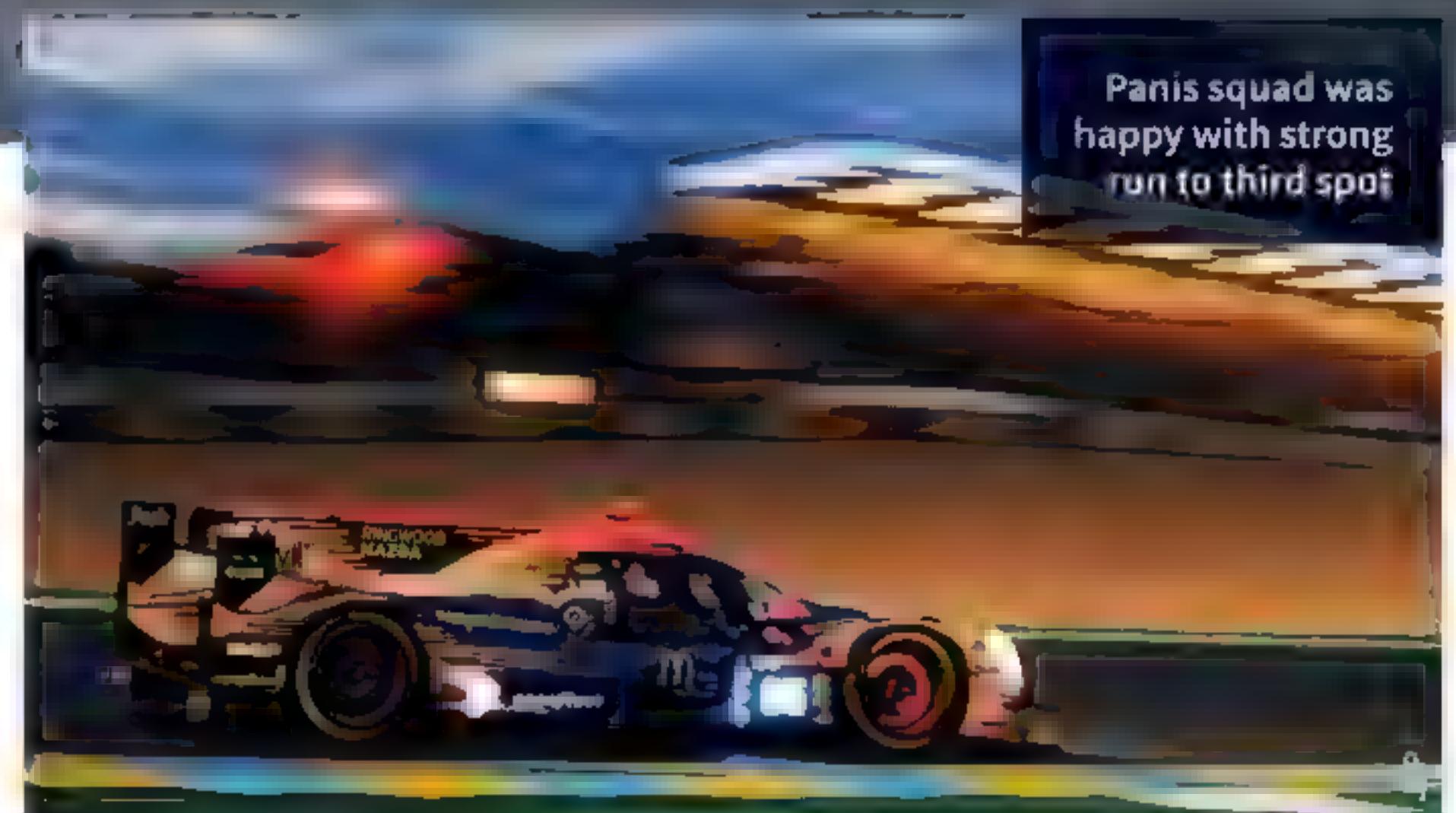


opening to the race when the first named struggled on the Goodyear intermediates, but was into the top three by one-quarter duration.

The #22 United car was running third when it suffered an electrical glitch right at the start of the 14th hour. Ninety or so minutes were lost as the team chased the problem, a collective change of alternator, battery and wiring loom finally solving the issue. That left them as the last finisher in P2.

Behind the Euro Interpol and IDEC squads in fifth and sixth came the best of the G-Drive entries. Franco Colapinto ran into the Richard Mille ORECA with Sophia Florsch at the wheel when she braked on the drag from Arnage to the Porsche Curves as a slow zone was being called. Colapinto, who was not penalised for the accident, explained that the marshalling boards were still showing the section of track to be green.

The car co-driven by Romain Rusinov and Nyck de Vries was



undoubtedly a potential winner. On the 100-lap averages it was second only to the second-place Jota car.

LMP2 at Le Mans this year was a case of what might have been for many cars but no team experienced the extremes like WRT. ▶

LMP2

Montoya helps DragonSpeed to narrow Pro-Am victory

The battle for honours in the LMP2 Pro-Am class for drivers with a bronze-rated driver in the line-up was a topsy-turvy affair that could have gone any one of three ways.

In the end, the DragonSpeed ORECA shared by Juan Pablo Montoya, Ben Hanley and Henrik Hedman came out on top despite two late hiccups.

Hanley had moved the US entry past the TDS Racing-run Realteam ORECA with Esteban Garcia at the wheel and was building up a handy lead when he missed the call to pit in the penultimate as a result of the multiple alarms going off on the dash. He had enough of a

margin to complete a slow lap, eking out the remaining litres left in the tank, and still hang onto the lead.

But there was another problem facing DragonSpeed. Hedman was a minute short of the minimum driving time of six hours that he was required to complete during the race and had to get back in the car for the final stint. The amateur did the job he had to do and brought the car home 29 seconds in front of the Racing Team Nederland ORECA driven by Giedo van der Garde, Job van Uitert and Frits van Eerd.

The TDS-run Dutch car was recovering from

three offs – two from van Eerd and one from van der Garde – over the course of the race. They would almost certainly have been the winners of the new category at Le Mans without any one of these delays.

The Realteam squad, also run by TDS, could also count itself unlucky. The car that Garcia shared with Loic Duval and Norman Nato looked a good bet for victory at lunchtime on Sunday before the engine in its ORECA started losing oil.

Multiple top-ups were required to get the car to the finish nearly two minutes behind the sister ORECA.



Ferrari's special day with GTE double

Corvette and Aston Martin were obliged to play second fiddle in Pro and Am respectively by the victorious Italian marque

JAMES NEWBOLD

PHOTOGRAPHY  motorsport
IMAGES

ast Sunday evening at Le Mans was a good time to be a Ferrari fan, as the Scuderia followed Aston Martin (2020) and Porsche (2018) in sweeping the GTE Pro and Am classes.

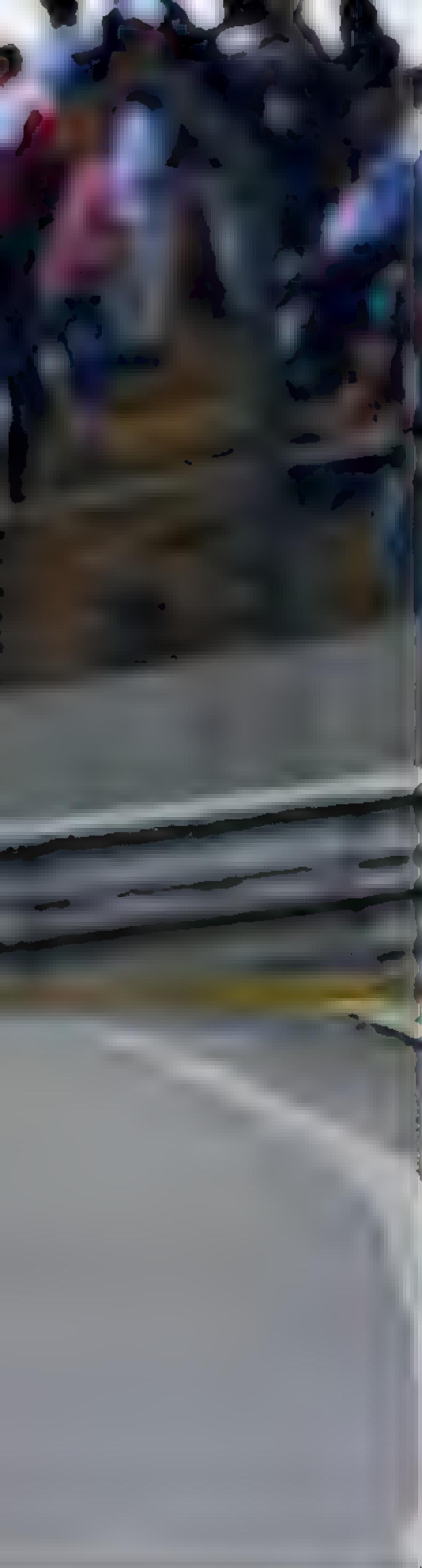
After Alessandro Pier Guidi passed Jordan Taylor's #63 Corvette in the 11th hour, the #51 AF Corse 488 he shared with James Calado and Come Ledogar was never headed in the remaining 205 laps. Taylor, Antonio Garcia and Nicky Catsburg remained close enough on the Le Mans debut of the C8.R that Ferrari couldn't relax, but after a charge when Catsburg whittled the gap down to 23 seconds, a true challenge never materialised in the closing stages – the #63 crew forced into forego a brake change to stay in the hunt.

Slow zones ultimately stretched a gap that had fluctuated around the 35s mark following the Ferrari's rapid 19th-hour brake change to something closer to a minute by the finish, with Pier Guidi ultimately backing off to take the flag 42s ahead.

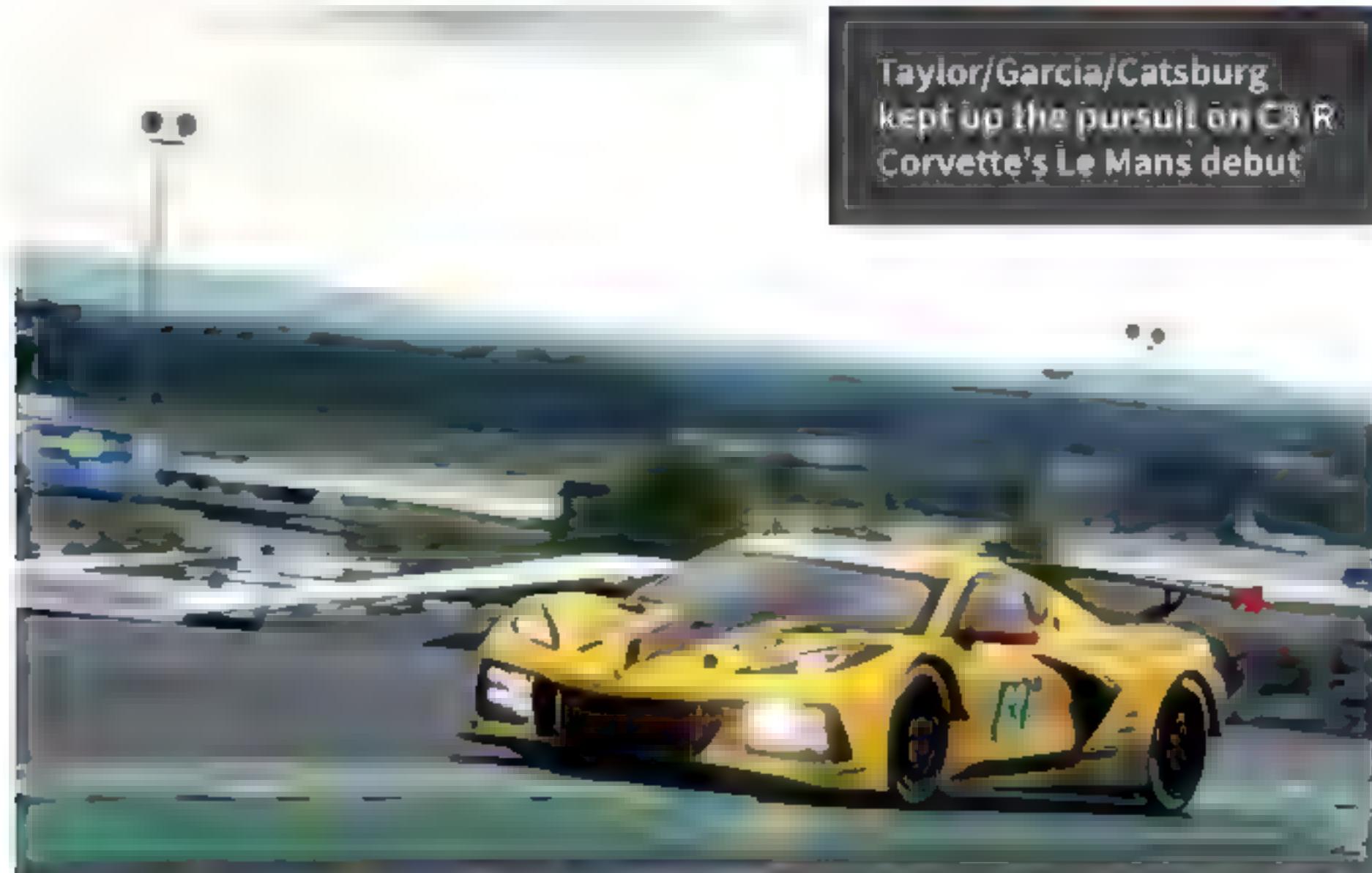
It was an utterly convincing second Le Mans class win for the Italian and his long-time British co-driver Calado, while recent Spa 24 Hours victors Pier Guidi and Ledogar became the first drivers since Wolf Henzler in 2010 to claim both the Belgian classic and Le Mans in the same year.

"After [we] won Spa 24 Hours three weeks ago, winning Le Mans 24 Hours this year was amazing, an emotion that is very difficult to describe," said Ferrari GT technical director Ferdinando Cannizzo.

Despite being hit twice by Balance of Performance alterations, aimed at reducing boost and fuel capacity respectively, Ferrari was in confident mood pre-race, although it didn't entirely go to plan early doors. The last of the GTE Pro runners to switch to slicks after the wet start, Calado slid into the gravel on cold tyres at the Esses on lap 13 and dropped from third to fifth. He recovered the position by making short work of Gianmaria Bruni's #91 Porsche – the ex-Ferrari man's balance upset by an early tangle with an LMP2 car



Taylor/Garcia/Catsburg kept up the pursuit on C6.R Corvette's Le Mans debut



— and Laurens Vanthoor's #72 WeatherTech Porsche, which Cooper MacNeil later shunted heavily at the Ford chicane.

Calado completed his opening double stint one lap later than the remainder of the leaders, handing over to Pier Guidi — who took just three laps to assert himself on the race by passing the sister #52 Ferrari of Daniel Serra for the lead.

From there, the #51 Ferrari was rarely out of the mix for the top positions. Ledogar cycled back to the lead after dropping behind Taylor and Michael Christensen's #92 Porsche for a period in the fifth hour when they capitalised on a slow zone (caused by ARC Bratislava's LMP2 car stranded at the pit entry), while Calado repassed Catsburg after a seventh-hour safety car (caused by Egidio Perfetti's crashed Porsche) just before the end of Ledogar's first double stint meant Calado had to wait at the end of the pitlane until the next safety car train — comprising Catsburg — passed by.

After Taylor had relayed Garcia during a slow zone to crane away

the expired JMW Ferrari, Pier Guidi again lost the lead when he made the car's ninth stop in the 11th hour and was briefly demoted to third when Serra caught him napping exiting another slow zone for the clutchless Kessel Ferrari at Tertre Rouge. But Pier Guidi was having none of it — within five laps, he'd passed both Serra and Taylor to retake a lead that they wouldn't lose.

"We were a bit off-sequence with them most of the race with driver and tyre rotations, so it was kind of hard to follow at times,"

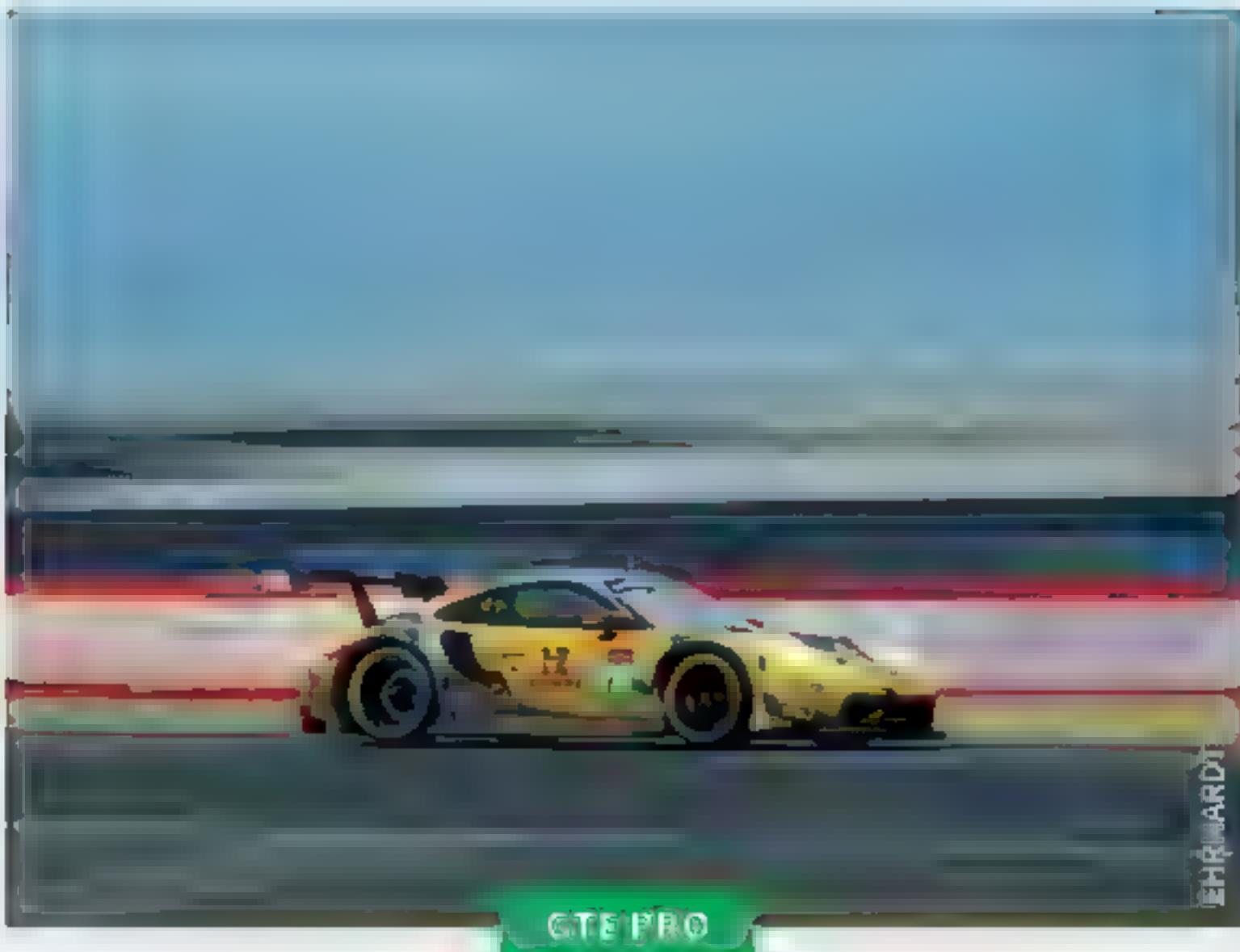
"After Spa, winning Le Mans this year was amazing, an emotion that is very difficult to describe"

said Taylor. "But in the night, they seemed to have a bit of pace.

"We had good pace when the sun came back up and the track warmed back up, but there just wasn't enough time there at the end with some of the ways the slow zones fell."

Left-rear suspension failure for the #52 Ferrari in the 16th hour meant the leading trio became a duo. The sister car swallowed all of Ferrari's bad luck, but had the pace to contend, having fought back from being split from the leader under different safety cars and losing time to a slow puncture in the ninth hour when Miguel Molina handed over to Serra. Sam Bird, who had earlier spun when the uncooperative Brendan Iribé's #71 Inception Ferrari slammed the door on him at the Ford Chicane, then had a right-front blowout that required another extended spell in the pits. Fifth, 14 laps down, was scant reward.

After Aston Martin had caught everybody on the hop last year by not changing brakes, the topic had been much discussed in ►



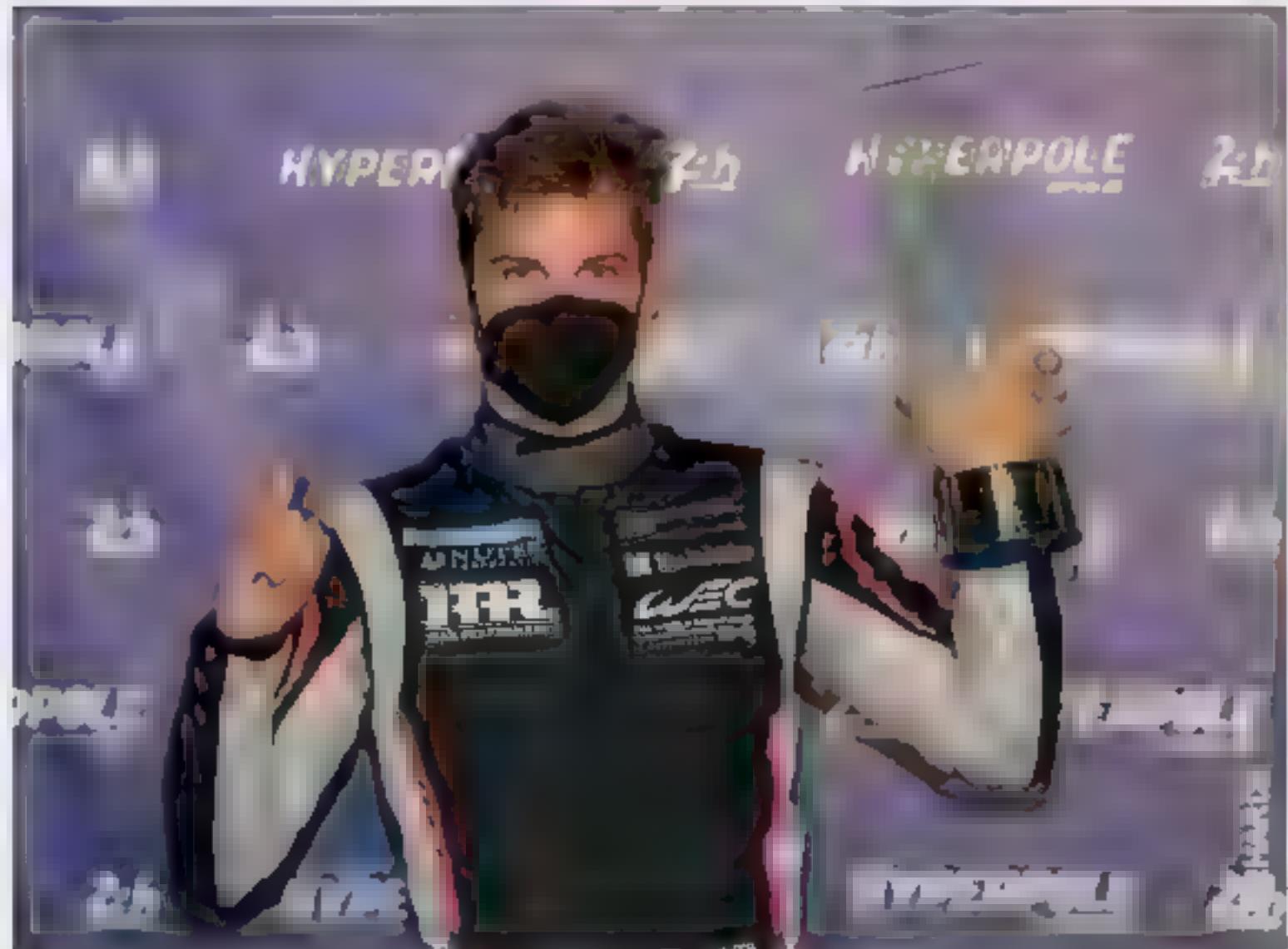
Privateers shine in qualifying

Aside from Ferrari, which viewed it with suspicion as evidence of Porsche's factory cars sandbagging, most observers were delighted to see HubAuto's customer car take a shock pole position in its first event with the 911 RSR-19. Kevin Estre was set for top spot in Thursday's six-car hyperpole shootout in the #92 factory Porsche until he lost the back end and crashed at Indianapolis, after which the floor was open.

Step up Dries Vanthoor (below), who made full use of a "risky" set-up change designed to improve straightline speed to be the only driver to improve on his form in Wednesday's qualifying practice – although he wouldn't surpass Daniel Serra's chart-topping time from that session, which stood as the fastest of the whole weekend. Serra's #52 Ferrari was second, ahead of Nick Tandy's #64 Corvette and Alessandro Pier Guidi's eventual race-winning #51 Ferrari. Estre's sister #91 of Gianmaria Bruni had struggled all the way through practice for balance and lagged to fifth after opting for a completely different set-up for the shootout.

"It's a kick in the arse of #91 and us as a [factory] team," said Porsche's head of World Endurance Championship operations Alex Stehlig, "but competition is vital and if a customer is faster than us, he deserves it."

Given it was only qualifying, HubAuto knew to keep its achievement in perspective. But there could be no doubting its significance. Even if the race was one to forget, a privateer had beaten the factories and in doing so shown others what could be possible. "I think it would be an inspiration to other teams to look at it and say, 'Look, it's actually achievable,'" agreed team director Phil di Fazio. "So maybe you'll see other teams in future doing the same."



the build-up. Corvette hadn't needed new brakes to win this year's Daytona 24 Hours and was quietly confident – but Taylor admits it was taken aback by the speed with which Ferrari serviced Ledogar in its 18th pitstop, losing only 40s.

"We thought that when they committed to doing the brake change, we'd be able to jump them," he said. "But their change was impressive and it forced our hand to make it to the end on our brakes. We knew our change would take us a little bit longer and probably would have taken us out of contention."

Corvette's challenge had also been depleted. The #64 car had been its main pre-race hope after Garcia had shunted in FP3 entering the Porsche Curves and missed hyperpole after a messy qualifying, while Tommy Milner picked up diffuser damage before the race even started when he was punted by Calado – who said a fogged windscreen meant he was "driving blind" – as they crawled away from the dummy grid.

Undeterred, Milner starred in the opening laps and correctly called the switch to slicks before the Ferraris. He duly led at the end of the first hour but, after a pitlane refuelling penalty, the car became separated from the leaders through the safety cars before worsening vibrations in the fifth hour forced it to the garage for a new floor – the first of three visits with clutch and alternator woes. Alexander Sims did at least bag the fastest lap in the car he also shared with overall 2015 winner Nick Tandy.

Having escaped any of the dreaded pre-race Balance of Performance alterations, more was expected of Porsche than a distant third and fourth places. But struggles for straightline performance – through the speed traps, the 911-RSR was 3.4km/h (2mph) down on the Ferraris and 5.2km/h (3mph) down on the best figure notched by the delayed #64 Corvette – and safety car misfortune severely hampered its efforts to challenge the top two.

Christensen felt the #92 car that was rebuilt around a new chassis on Friday after Kevin Estre had shunted in Thursday night's hyperpole was "within that ballpark where I would say there is no difference". But it still caught out Estre on the second green flag lap following two slow tours behind the safety car, the Frenchman left facing the pack exiting the first Mulsanne chicane. Making heavy weather of fighting back through the Am class pack pointed to the car's straightline deficit, but the car had recovered sufficiently for Neel Jani to be in the same safety car grouping as the leaders when a badly timed full course yellow coincided with its seventh stop – the rules stipulating that only a five-second fill is allowed – and requiring the Swiss to pit again two laps later for the full complement.

This became significant when Rui Andrade's crashed LMP2 car brought out another safety car just before midnight, splitting both Estre (who had just taken over the car) and Bruni's sister car behind another train to the rest of the pack. The pair switched places a few times, ultimately for good when Estre passed Fred Makowiecki into the Dunlop Chicane in hour 20, but never looked likely to advance further. Makowiecki lost a lap in the garage after a penultimate hour, brake issue-induced trip over the grass at the Ford Chicane ripped the entire diffuser off.

"Definitely we would have expected to be closer," head of motorsport Pascal Zurlinden said.

The pole-winning HubAuto Racing Porsche was never in the fight. Seconds after the proper start on lap three, Maxime Martin was clipped by Tom Cloet's LMP2 Ligier, which spun him to the back of the field. The defending class winner then picked up two penalties for track limits and passing under yellows in his haste to recover, which only condemned the crew to a lonely race. It had risen to fifth, albeit many laps down, when an electronics-related issue with the gearbox forced hyperpole star Dries Vanthoor to park up in hour 18 – but its impact on the event will still live long in the memory (see left).

In the end, Le Mans 2021 was all about Ferrari in a GT context. "We were competitive from the very beginning. What can I say?" said Cannizzo. "The race was very well-executed, so no mistakes. At the end, I think we deserved this victory." 



GTE AM

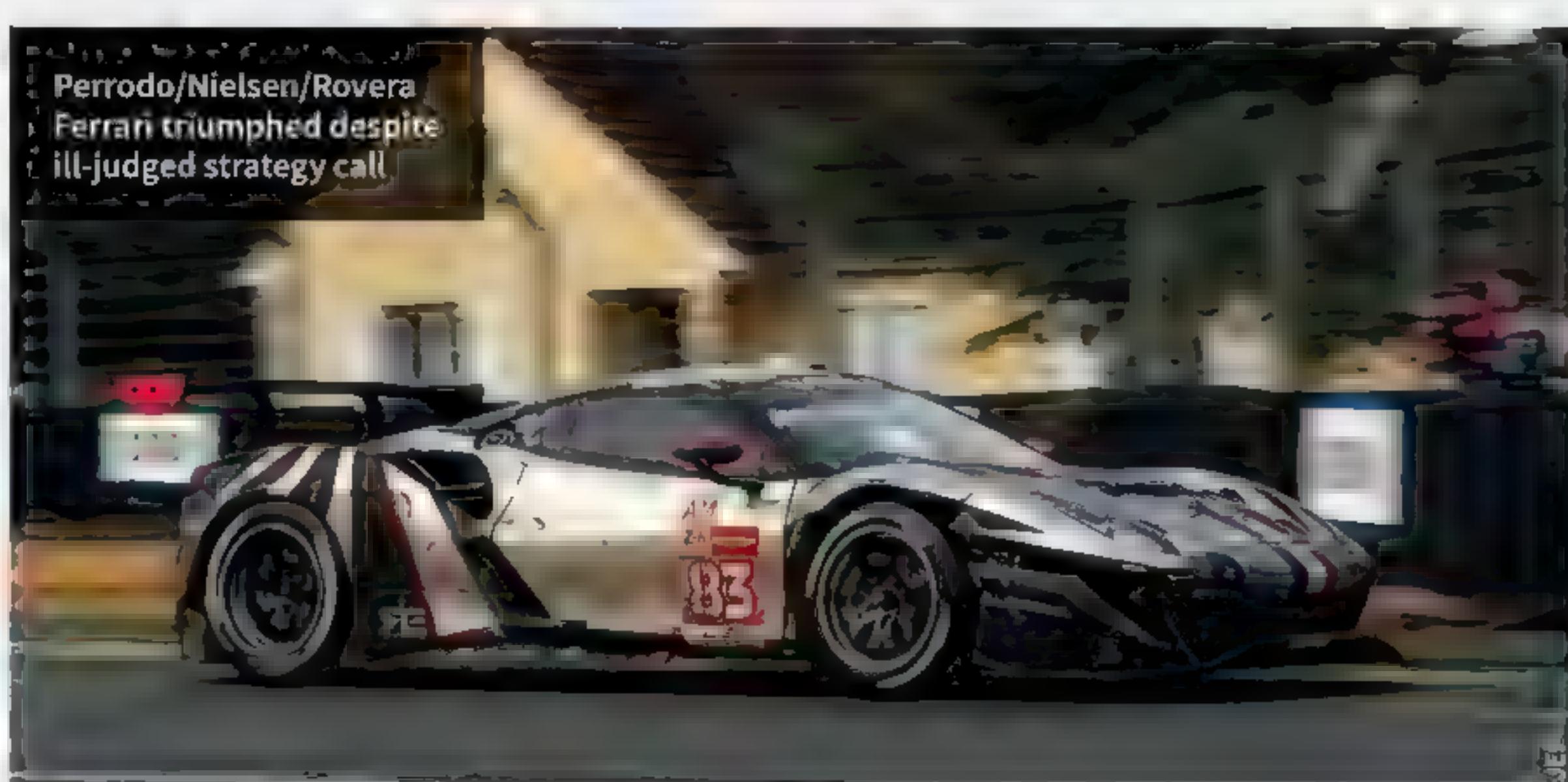
Aston challenge denied by consistent Ferrari

A third GTE Am win of the World Endurance Championship season for reigning champions Nicklas Nielsen and Francois Perrodo with Alessio Rovera wasn't the foregone conclusion that it appeared for much of the contest.

Like their Pro class stablemates, the #83 AF Corse Ferrari took control of the race towards the end of the 11th hour and didn't relinquish it again for another 146 laps. Ben Keating's #33 TF Sport Aston Martin cycled back to the lead in the 21st hour after the conclusion of Perrodo's final double stint, but when Keating made his next stop eight laps later and stayed aboard, Rovera was away and clear again. However, the shoe had been very much on the other foot before midnight.

TF's starting driver Felipe Fraga was turned around on the first green flag lap, but took the lead on lap 28 after AF made an ill-fated strategy call – "we tried to go for a splash and it didn't really work," Nielsen said – that dropped the #83 down to third.

TF was split off from the rest of the pack in hour four by a safety car that followed



a heavy crash for Marcos Gomes's #98 Aston Martin at Indianapolis. But when Fraga encountered debris on the Mulsanne in hour seven, both rear tyres were punctured and he was fortunate only to nose gently into the tyres. The slow tour back to the pits, four laps after its last visit, was a setback that team boss Tom Ferrier conceded "was the big turning point for us".

Fraga and Dylan Pereira – who set the fastest GTE Am lap – valiantly led the fightback, but a second straight TF win wasn't to be as #83 consistently managed 15-lap stints to the Aston's 14.

Le Mans debutant Callum Ilott kept his nose clean in the #80 Iron Lynx Ferrari to complete the podium with Matteo Cressoni and Rino Mastronardi.

LE MANS 2021 RESULTS

HYPERPOLE

GRID	NO	DRIVER	CLASS	CAR	TIME
1	7	Kamui Kobayashi	LMH	Toyota GR010 HYBRID	3m23.900s
2	8	Brendon Hartley	LMH	Toyota GR010 HYBRID	3m24.195s
3	36	Nicolas Lapierre	LMH	Alpine-Gibson A480	3m25.574s
4	708	Olivier Pla	LMH	Glickenhaus-Pipo 007 LMH	3m25.639s
5	709	Romain Dumas	LMH	Glickenhaus-Pipo 007 LMH	3m27.656s
6	38	Antonio Felix da Costa	LMP2	ORECA-Gibson 07	3m27.950s
7	41	Louis Deletraz	LMP2	ORECA-Gibson 07	3m28.470s
8	65	Will Stevens	LMP2	ORECA-Gibson 07	3m28.586s
9	26	Nyck de Vries	LMP2	ORECA-Gibson 07	3m28.943s
10	32	Nicolas Jamin	LMP2	ORECA-Gibson 07	3m29.078s
11	23	Paul di Resta	LMP2	ORECA-Gibson 07	3m30.027s
32	72	Dries Vanthoor	GTE Pro	Porsche 911 RSR	3m46.882s
33	52	Daniel Serra	GTE Pro	Ferrari 488 GTE Evo	3m47.063s
34	64	Nick Tandy	GTE Pro	Chevrolet Corvette C8.R	3m47.093s
35	51	James Calado	GTE Pro	Ferrari 488 GTE Evo	3m47.247s
36	91	Gianmaria Bruni	GTE Pro	Porsche 911 RSR	3m47.696s
37	92	Kevin Estre	GTE Pro	Porsche 911 RSR	no time
40	88	Julien Andlauer	GTE Am	Porsche 911 RSR	3m47.987s
41	86	Ben Barker	GTE Am	Porsche 911 RSR	3m48.560s
42	56	Matteo Cairoli	GTE Am	Porsche 911 RSR	3m48.876s
43	47	Antonio Fuoco	GTE Am	Ferrari 488 GTE Evo	3m49.387s
44	71	Ben Barnicoat	GTE Am	Ferrari 488 GTE Evo	3m49.477s
45	33	Felipe Fraga	GTE Am	Aston Martin Vantage GTE	3m49.676s

QUALIFYING

GRID	NO	DRIVER	CLASS	CAR	TIME
7	7	Kamui Kobayashi	Hypercar	Toyota GR010 HYBRID	3m26.279s
36	36	Matthieu Vaxiviere	Hypercar	Alpine-Gibson A480	3m27.095s
8	8	Brendon Hartley	Hypercar	Toyota GR010 HYBRID	3m27.671s
708	708	Olivier Pla	Hypercar	Glickenhaus-Pipo 007 LMH	3m28.256s
709	709	Romain Dumas	Hypercar	Glickenhaus-Pipo 007 LMH	3m29.381s
38	38	Antonio Felix da Costa	LMP2	ORECA-Gibson 07	3m28.807s
26	26	Nyck de Vries	LMP2	ORECA-Gibson 07	3m29.246s
41	41	Louis Deletraz	LMP2	ORECA-Gibson 07	3m29.441s
65	65	Will Stevens	LMP2	ORECA-Gibson 07	3m29.508s
32	32	Nicolas Jamin	LMP2	ORECA-Gibson 07	3m29.688s
23	23	Paul di Resta	LMP2	ORECA-Gibson 07	3m29.830s
12	28	Tom Blomqvist	LMP2	ORECA-Gibson 07	3m29.835s
13	70	Loic Duval	LMP2	ORECA-Gibson 07	3m29.861s
14	24	Gabriel Aubry	LMP2	ORECA-Gibson 07	3m30.123s
15	48	Paul-Loup Chatin	LMP2	ORECA-Gibson 07	3m30.166s
16	31	Charles Milesi	LMP2	ORECA-Gibson 07	3m30.182s
17	22	Filipe Albuquerque	LMP2	ORECA-Gibson 07	3m30.234s
18	21	Ben Hanley	LMP2	ORECA-Gibson 07	3m30.323s
19	82	Felipe Nasr	LMP2	ORECA-Gibson 07	3m30.418s
20	30	Tristan Gommendy	LMP2	ORECA-Gibson 07	3m30.691s
21	17	Thomas Laurent	LMP2	ORECA-Gibson 07	3m30.709s
22	29	Job van Uitert	LMP2	ORECA-Gibson 07	3m30.843s
23	34	Alex Brundle	LMP2	ORECA-Gibson 07	3m30.908s
24	25	Roberto Merhi	LMP2	ORECA-Gibson 07	3m31.203s
25	49	Kevin Magnussen	LMP2	ORECA-Gibson 07	3m31.830s
26	20	Marco Sorensen	LMP2	ORECA-Gibson 07	3m32.252s
27	44	Oliver Webb	LMP2	ORECA-Gibson 07	3m32.446s
28	1	Sophia Florsch	LMP2	ORECA-Gibson 07	3m32.598s
30	39	Vincent Capillaire	LMP2	ORECA-Gibson 07	3m34.005s
31	74	James Winslow	LMP2	Ligier-Gibson JS217	3m36.012s
52	52	Daniel Serra	GTE Pro	Ferrari 488 GTE Evo	3m46.011s
51	51	James Calado	GTE Pro	Ferrari 488 GTE Evo	3m46.581s
92	92	Kevin Estre	GTE Pro	Porsche 911 RSR	3m46.779s
64	64	Nick Tandy	GTE Pro	Chevrolet Corvette C8.R	3m47.074s
72	72	Dries Vanthoor	GTE Pro	Porsche 911 RSR	3m47.599s
91	91	Gianmaria Bruni	GTE Pro	Porsche 911 RSR	3m47.624s
79	79	Earl Bamber	GTE Pro	Porsche 911 RSR	3m47.682s
63	63	Antonio Garcia	GTE Pro	Chevrolet Corvette C8.R	3m49.643s
Julien Andlauer		Julien Andlauer	GTE Am	Porsche 911 RSR	3m48.620s
86	86	Ben Barker	GTE Am	Porsche 911 RSR	3m49.100s
47	47	Antonio Fuoco	GTE Am	Ferrari 488 GTE Evo	3m49.102s
71	71	Ben Barnicoat	GTE Am	Ferrari 488 GTE Evo	3m49.462s
56	56	Matteo Cairoli	GTE Am	Porsche 911 RSR	3m49.608s
33	33	Felipe Fraga	GTE Am	Aston Martin Vantage GTE	3m49.663s
80	80	Callum Ilott	GTE Am	Ferrari 488 GTE Evo	3m49.693s
57	57	Mikkel Jensen	GTE Am	Ferrari 488 GTE Evo	3m49.715s
99	99	Harry Tincknell	GTE Am	Porsche 911 RSR	3m49.788s
54	54	Giancarlo Fisichella	GTE Am	Ferrari 488 GTE Evo	3m49.829s
83	83	Nicklas Nielsen	GTE Am	Ferrari 488 GTE Evo	3m49.881s
77	77	Matt Campbell	GTE Am	Porsche 911 RSR	3m49.913s
18	18	Alessio Picariello	GTE Am	Porsche 911 RSR	3m50.016s
388	388	Jeroen Bleekemolen	GTE Am	Ferrari 488 GTE Evo	3m50.018s
95	95	Ross Gunn	GTE Am	Aston Martin Vantage GTE	3m50.059s
98	98	Nicki Thiim	GTE Am	Aston Martin Vantage GTE	3m50.156s
85	85	Rahel Frey	GTE Am	Ferrari 488 GTE Evo	3m50.314s
60	60	Paolo Ruberti	GTE Am	Ferrari 488 GTE Evo	3m50.768s
777	777	Andrew Watson	GTE Am	Aston Martin Vantage GTE	3m51.107s
46	46	Dennis Olsen	GTE Am	Porsche 911 RSR	3m51.411s
55	55	Matt Griffin	GTE Am	Ferrari 488 GTE Evo	3m52.088s
66	66	Thomas Neubauer	GTE Am	Ferrari 488 GTE Evo	3m52.304s
69	69	Robert Renauer	GTE Am	Porsche 911 RSR	3m52.960s
84	84	Matthieu Lahaye	Innov	ORECA-Gibson 07	3m33.538s

LAPS LED OVERALL

#7 Toyota	22
#8 Toyota	22
#36 Alpine	1

RACE STATS

WINNERS' AVERAGE SPEED

Conway/Kobayashi/Lopez 130.805mph

FASTEST LAP

Hypercar Hartley 3m27.607s 146.818mph

LMP2 Stevens 3m31.096s 144.391mph

GTE Pro Sims 3m47.501s 133.979mph

GTE Am Pereira 3m49.707s 132.692mph

SEASON STATS

DRIVERS' CHAMPIONSHIP

HYPERCAR

1	Lopez/Kobayashi/Conway	120
2	Hartley/Nakajima/Buemi	111
3	Negrao/Vaxiviere/Lapierre	90
4	Westbrook/Dumas	53
5	Mailleux	39
6	Briscoe	38

LMP2

1	Gelael/Vandoorne/Blomqvist	89
2	Milesi/Habsburg/Frijns	88
3	Davidson/da Costa/Gonzalez	81
4	Hanson	76

GTE

RESULTS WORLD ENDURANCE CHAMPIONSHIP ROUND 4/6, LE MANS 24 HOURS (FRA), 21-22 AUGUST (371 LAPS - 3141.184 MILES)

POS	NO	DRIVERS	CLASS	TEAM/CAR	TIME
1	7	Mike Conway (GBR) Kamui Kobayashi (JPN) Jose Maria Lopez (ARG)	Hypercar	Toyota Gazoo Racing / Toyota GR010 HYBRID	24h00m50.768s
2	8	Sebastien Buemi (CHE) Kazuki Nakajima (JPN) Brendon Hartley (NZL)	Hypercar	Toyota Gazoo Racing / Toyota GR010 HYBRID	-2 laps
3	36	Nicolas Lapierre (FRA) Andre Negrao (BRA) Matthieu Vaxiviere (FRA)	Hypercar	Alpine Elf Matmut (Signatech) / Alpine-Gibson A480	-4 laps
4	708	Olivier Pla (FRA) Pipo Derani (BRA) Franck Mailleux (FRA)	Hypercar	Glickenhaus Racing / Glickenhaus-Pipo 007 LMH	-4 laps
5	709	Richard Westbrook (GBR) Ryan Briscoe (AUS) Romain Dumas (FRA)	Hypercar	Glickenhaus Racing / Glickenhaus-Pipo 007 LMH	-7 laps
6	31	Robin Frijns (NLD) Charles Milesi (FRA) Ferdinand Habsburg (AUT)	LMP2	Team WRT / ORECA-Gibson 07	-8 laps
7	28	Sean Gelael (IDN) Stoffel Vandoorne (BEL) Tom Blomqvist (GBR)	LMP2	Jota / ORECA-Gibson 07	-8 laps
8	65	Will Stevens (GBR) Julien Canal (FRA) James Allen (AUS)	LMP2	Panis Racing / ORECA-Gibson 07	-9 laps
9	23	Alex Lynn (GBR) Paul di Resta (GBR) Wayne Boyd (GBR)	LMP2	United Autosports / ORECA-Gibson 07	-10 laps
10	34	Alex Brundle (GBR) Jakub Smiechowski (POL) Renger van der Zande (NLD)	LMP2	Inter Europol Competition / ORECA-Gibson 07	-11 laps
11	48	Patrick Pilet (FRA) Paul Lafargue (FRA) Paul-Loup Chatin (FRA)	LMP2	IDECK Sport / ORECA-Gibson 07	-12 laps
12	26	Nyck de Vries (NLD) Roman Rusinov (RUS) Franco Colapinto (ARG)	LMP2	G-Drive Racing (Algarve Pro) / ORECA-Gibson 07	-13 laps
13	38	Antonio Felix da Costa (PRT) Roberto Gonzalez (MEX) Anthony Davidson (GBR)	LMP2	Jota / ORECA-Gibson 07	-13 laps
14	30	Memo Rojas (MEX) Tristan Gommendy (FRA) Rene Binder (AUT)	LMP2	Duqueine Team / ORECA-Gibson 07	-14 laps
15	21	Ben Hanley (GBR) Henrik Hedman (SWE) Juan Pablo Montoya (COL)	LMP2	DragonSpeed / ORECA-Gibson 07	-15 laps
16	29	Giedo van der Garde (NLD) Job van Uitert (NLD) Frits van Eerd (NLD)	LMP2	Racing Team Nederland (TDS) / ORECA-Gibson 07	-15 laps
17	70	Norman Nato (FRA) Loic Duval (FRA) Esteban Garcia (CHE)	LMP2	Realteam Racing (TDS) / ORECA-Gibson 07	-15 laps
18	20	Dennis Andersen (DNK) Ricky Taylor (USA) Marco Sorensen (DNK)	LMP2	High Class Racing / ORECA-Gibson 07	-18 laps
19	39	Arnold Robin (FRA) Vincent Capillaire (FRA) Maxime Robin (FRA)	LMP2	SO24-Dirob by Graff / ORECA-Gibson 07	-19 laps
20	51	James Calado (GBR) Alessandro Pier Guidi (ITA) Come Ledogar (FRA)	GTE Pro	AF Corse, Ferrari 488 GTE Evo	-26 laps
21	63	Antonio Garcia (ESP) Jordan Taylor (USA) Nicky Catsburg (NLD)	GTE Pro	Corvette Racing (Pratt & Miller) / Chevrolet Corvette C8.R	-26 laps
22	92	Kevin Estre (FRA) Neel Jani (CHE) Michael Christensen (DNK)	GTE Pro	Porsche GT Team (Manthey) / Porsche 911 RSR	-27 laps
23	91	Gianmaria Bruni (ITA) Richard Lietz (AUT) Frederic Makowiecki (FRA)	GTE Pro	Porsche GT Team (Manthey) / Porsche 911 RSR	-28 laps
24	44	Oliver Webb (GBR) Miro Konopka (SVK) Mato Konopka (SVK)	LMP2	ARC Bratislava / ORECA-Gibson 07	-29 laps
25	83	Nicklas Nielsen (DNK) Francois Perrodo (FRA) Alessio Rovera (ITA)	GTE Am	AF Corse / Ferrari 488 GTE Evo	-31 laps
26	33	Felipe Fraga (BRA) Ben Keating (USA) Dylan Pereira (LUX)	GTE Am	TF Sport / Aston Martin Vantage GTE	-32 laps
27	80	Matteo Cressoni (ITA) Callum Ilott (GBR) Rino Mastronardi (ITA)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	-33 laps
28	74	Tom Cloet (BEL) James Winslow (GBR) John Corbett (AUS)	LMP2	Racing Team India Eurasia / Ligier-Gibson JSP217	-33 laps
29	49	Kevin Magnussen (DNK) Anders Fjordbach (DNK) Jan Magnussen (DNK)	LMP2	High Class Racing / ORECA-Gibson 07	-35 laps
30	60	Claudio Schiavoni (ITA) Paolo Ruberti (ITA) Raffaele Giammaria (ITA)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	-36 laps
31	77	Christian Ried (DEU) Jaxon Evans (NZL) Matt Campbell (AUS)	GTE Am	Dempsey-Proton Racing / Porsche 911 RSR	-36 laps
32	84	Matthieu Lahaye (FRA) Takuma Aoki (JPN) Nigel Bailly (BEL)	Innov	Association SRT41 / ORECA-Gibson 07	-37 laps
33	777	Andrew Watson (GBR) Satoshi Hoshino (JPN) Tomonobu Fujii (JPN)	GTE Am	D'Station Racing (TF) / Aston Martin Vantage GTE	-38 laps
34	18	Marco Seefried (DEU) Andrew Haryanto (IND) Alessio Picariello (BEL)	GTE Am	Absolute Racing (Proton) / Porsche 911 RSR	-39 laps
35	95	Ross Gunn (GBR) John Hartshorne (GBR) Ollie Hancock (GBR)	GTE Am	TF Sport / Aston Martin Vantage GTE	-39 laps
36	85	Michelle Gatting (DNK) Rahel Frey (CHE) Sarah Bovy (BEL)	GTE Am	Iron Lynx / Ferrari 488 GTE Evo	-39 laps
37	52	Miguel Molina (ESP) Daniel Serra (BRA) Sam Bird (GBR)	GTE Pro	AF Corse / Ferrari 488 GTE Evo	-40 laps
38	69	Robert Renauer (DEU) Ralf Bohn (DEU) Rolf Ineichen (CHE)	GTE Am	Herberth Motorsport / Porsche 911 RSR	-41 laps
39	54	Giancarlo Fisichella (ITA) Francesco Castellacci (ITA) Thomas Flohr (CHE)	GTE Am	AF Corse / Ferrari 488 GTE Evo	-42 laps
40	22	Filipe Albuquerque (PRT) Phil Hanson (GBR) Fabio Scherer (CHE)	LMP2	United Autosports / ORECA-Gibson 07	-43 laps
41	71	Ben Barnicoat (GBR) Brendan Iribe (USA) Ollie Millroy (GBR)	GTE Am	Inception Racing (Optimum) / Ferrari 488 GTE Evo	-44 laps
42	88	Julien Andlauer (FRA) Dom Bastien (USA) Lance David Arnold (DEU)	GTE Am	Dempsey-Proton Racing / Porsche 911 RSR	-44 laps
43	86	Ben Barker (GBR) Mike Wainwright (GBR) Tom Gamble (GBR)	GTE Am	GR Racing / Porsche 911 RSR	-49 laps
44	64	Tommy Milner (USA) Nick Tandy (GBR) Alexander Sims (GBR)	GTE Pro	Corvette Racing (Pratt & Miller) / Chevrolet Corvette C8.R	-58 laps
NC	41	Robert Kubica (POL) Louis Deletraz (CHE) Yifei Ye (CHN)	LMP2	Team WRT / ORECA-Gibson 07	362 laps-throttle sensor
NC	82	Oliver Jarvis (GBR) Ryan Cullen (IRL) Felipe Nasr (BRA)	LMP2	Risi Competizione / ORECA-Gibson 07	275 laps-engine
R	388	Jeroen Bleekemolen (NLD) Pierre Ehret (DEU) Christian Hook (DEU)	GTE Am	Rinaldi Racing / Ferrari 488 GTE Evo	271 laps-accident
R	24	Simon Trummer (CHE) Patrick Kelly (USA) Gabriel Aubry (FRA)	LMP2	PR1 Mathiasen Motorsports (Panis) / ORECA-Gibson 07	261 laps-elecs/steering
R	72	Maxime Martin (BEL) Dries Vanthoor (BEL) Alvaro Parente (PRT)	GTE Pro	HubAuto Racing / Porsche 911 RSR	227 laps-gearbox
R	79	Laurens Vanthoor (BEL) Cooper MacNeil (USA) Earl Bamber (NZL)	GTE Pro	WeatherTech Racing (Proton) / Porsche 911 RSR	139 laps-accident
R	46	Dennis Olsen (NOR) Anders Buchardt (NOR) Robby Foley (USA)	GTE Am	Team Project 1 / Porsche 911 RSR	138 laps-suspension
R	57	Mikkel Jensen (DNK) Takeshi Kimura (JPN) Scott Andrews (AUS)	GTE Am	Kessel Racing / Ferrari 488 GTE Evo	128 laps-clutch
R	66	Jody Fannin (GBR) Thomas Neubauer (FRA) Rodrigo Sales (USA)	GTE Am	JMW Motorsport / Ferrari 488 GTE Evo	117 laps-acc damage
R	55	Matt Griffin (IRL) Duncan Cameron (GBR) David Perel (ZAF)	GTE Am	Spirit of Race (AF) / Ferrari 488 GTE Evo	109 laps-lost drive
R	25	Roberto Merhi (ESP) John Falb (USA) Rui Andrade (PRT)	LMP2	G-Drive Racing (Algarve Pro) / ORECA-Gibson 07	108 laps-accident
R	47	Antonio Fuoco (ITA) Roberto Lacorte (ITA) Giorgio Sernagiotto (ITA)	GTE Am	Cetilar Racing (AF) / Ferrari 488 GTE Evo	90 laps-accident
R	56	Matteo Cairoli (ITA) Egidio Perfetti (NOR) Riccardo Pera (ITA)	GTE Am	Team Project 1 / Porsche 911 RSR	84 laps-accident
R	32	Nicolas Jamin (FRA) Jonathan Aberdein (ZAF) Manuel Maldonado (VEN)	LMP2	United Autosports / ORECA-Gibson 07	75 laps-accident damage
R	1	Tatiana Calderon (COL) Sophia Florsch (DEU) Beitske Visser (NLD)	LMP2	Richard Mille Racing Team (Signatech) / ORECA-Gibson 07	74 laps-accident
R	99	Harry Tincknell (GBR) Florian Latorre (FRA) Vutthikorn Inthraphuwasak (THA)	GTE Am	Proton Competition / Porsche 911 RSR	66 laps-suspension
R	98	Nicki Thiim (DNK) Paul Dalla Lana (CAN) Marcos Gomes (BRA)	GTE Am	Aston Martin Racing (Prodrive) / Aston Martin Vantage GTE	45 laps-accident
W	17	Thomas Laurent (FRA) Dwight Merriman (USA) Ryan Dalziel (GBR)	LMP2	IDECK Sport / ORECA-Gibson 07	0 laps-accidents

In each car, first named driver started race.

TOP 4 HOUR BY HOUR CHART

Grid	HR1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
7	7	7	7	7	7	7	7	7	7	7	7	7	8	7	7	7	7	7	7	7	7	7	7	7	
8	38	8	8	8	8	8	8	8	8	8	8	8	7	8	8	8	8	8	8	8	8	8	8	8	
36	8	36	36	36	36	36	708	708	708	708	36	36	36	36	36	36	36	36	36	36	36	36	36	36	
708	26	38	26	28	26	708	708	31	31	36	31	708	708	708	708	708	36	708	708	708	708	708	708	708	708

3 RACES YOU NEED TO BE AT IN 2022

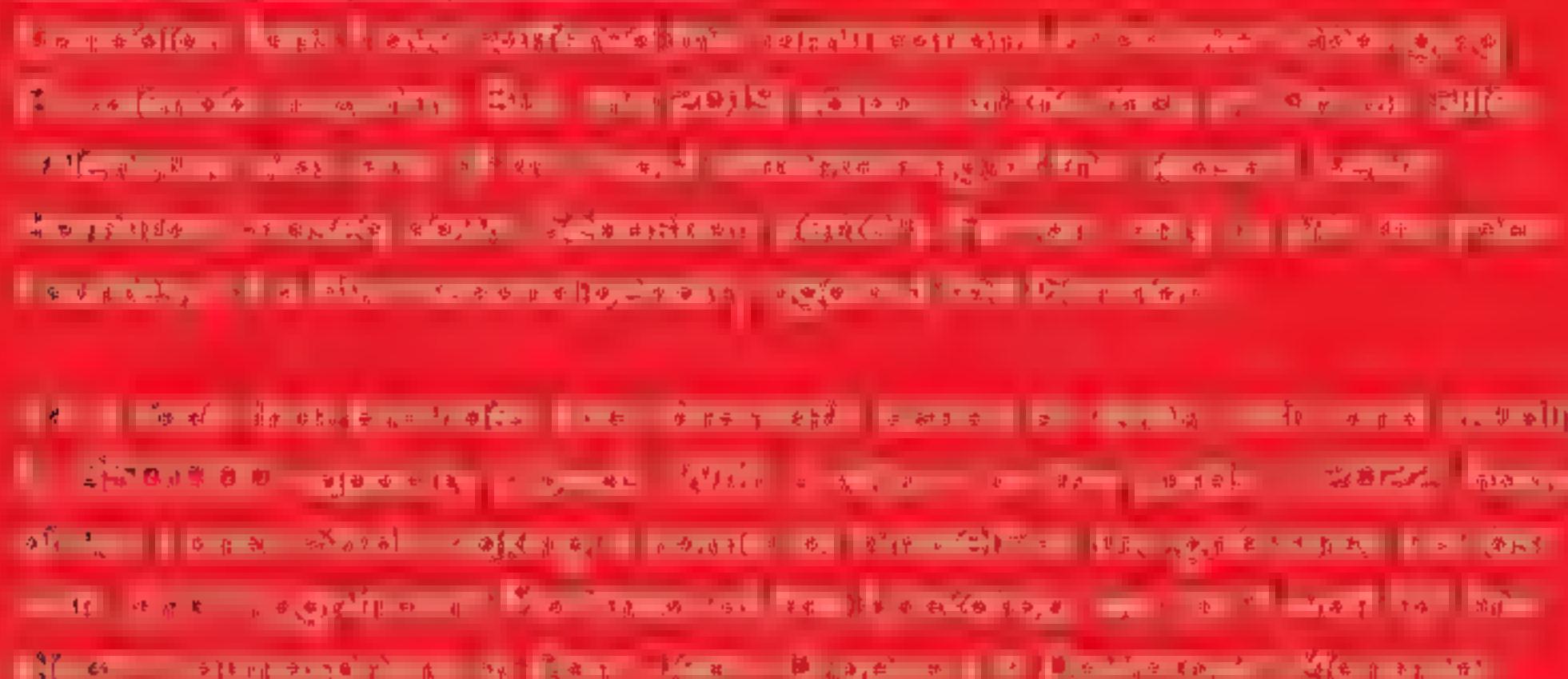
What to expect

- F1's Friday practice sessions moved to Thursday
- Parties held in bars across the city including famous La Rascasse, on Casino Square, and the annual Amber Lounge
- Support races still provide action on Friday
- Emphasised focus on Saturday as qualifying dictates important track position



CANADA

Back after two postponed races



MIAMI

Making Formula 1 debut



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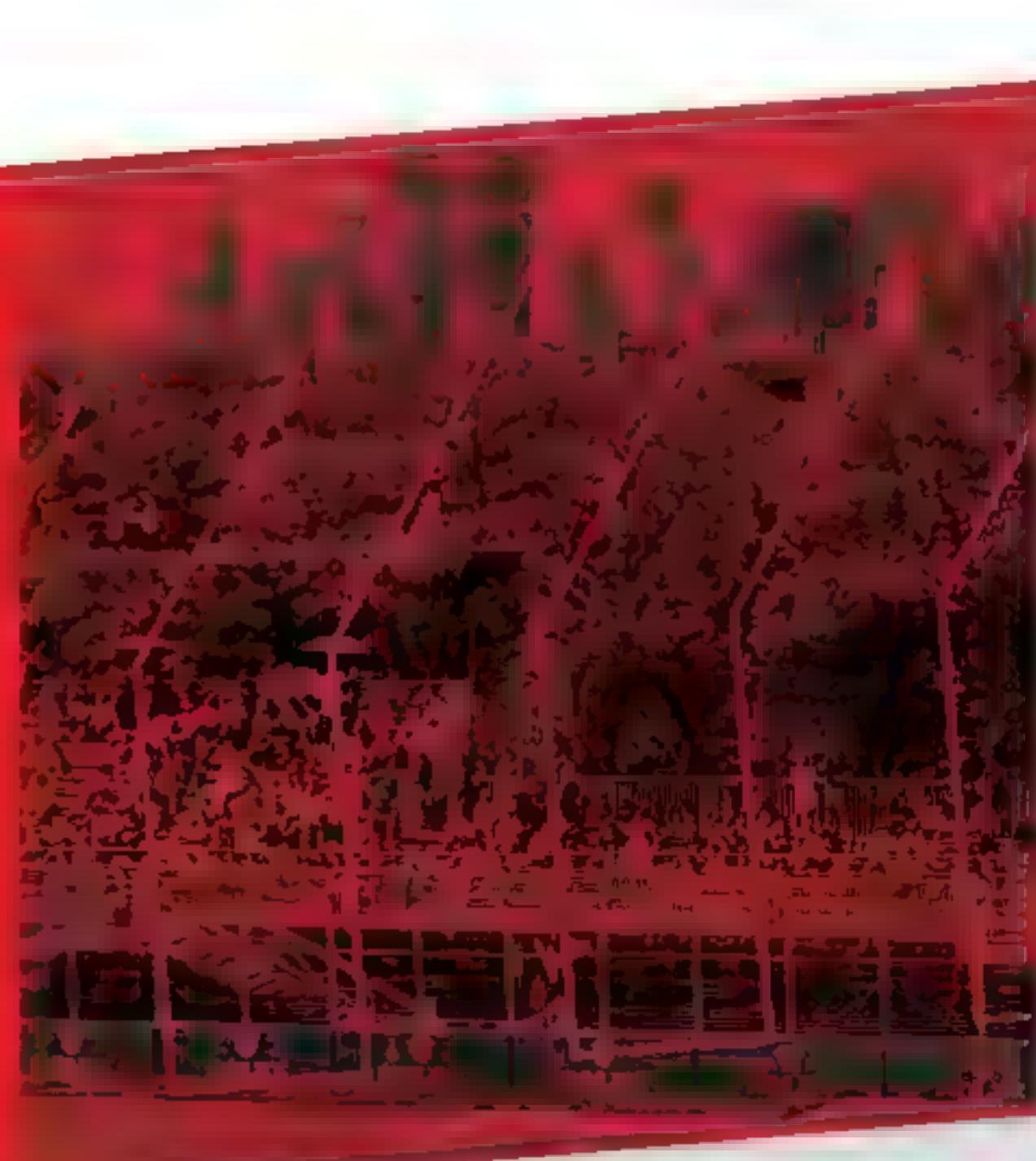


MONACO

Set to return to full capacity

Fans returned to the streets of Monte Carlo in 2021, albeit at a limited capacity. And while it was great to get fans back in the grandstands, the charm of Monaco comes from the atmosphere running through the principality on Grand Prix weekend. Whether you're camping by the beach in nearby Nice, or enjoying the premium hospitality trackside, the Monaco Grand Prix provides a sense of occasion like no other.

In 2022, we're expecting full grandstands to cheer on 78 ferocious laps around the principality – not to mention the all-important qualifying session on Saturday. But after the race, the city will burst into life with parties at the Amber Lounge, on yachts in the harbour, beachside... If you can fit in some decks and a sound system, there'll be a party.



Best Canadian GP

- 1995: Barrichello and Irvine take unlikely first double podium for Jordan
- 2008: Robert Kubica takes only win of F1 career after Hamilton pit lane crash
- 2011: Jenson Button takes extraordinary win in the wet with last lap overtake after 6 pit stops

Miami Facts

- Circuit length: **5.41km**
- Turns: **19**
- Straights: **3**
- Top speed: **320km/h** (estimated)



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Newgarden and O'Ward emerge from the chaos

Championship contenders Palou and Dixon were both involved in the same accident and their main rivals took advantage

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  motorsport
IMAGES

Driving etiquette in IndyCar is being questioned by the drivers themselves and it's not hard to see why. In Nashville, 33 of the 80 laps were run under yellow. On the Indianapolis Grand Prix road course two weeks ago, misjudgements abounded and although there were only two caution periods, that was largely because there is ample room – the consequences of an error at most turns just isn't very severe – so drivers take bigger risks, knowing the biggest issue they can expect is some turf in the radiators or maybe a broken front wing.

Such is not the case at Gateway's World Wide Technology Raceway, a 1.25-mile oval where the cars can nudge 200mph on the

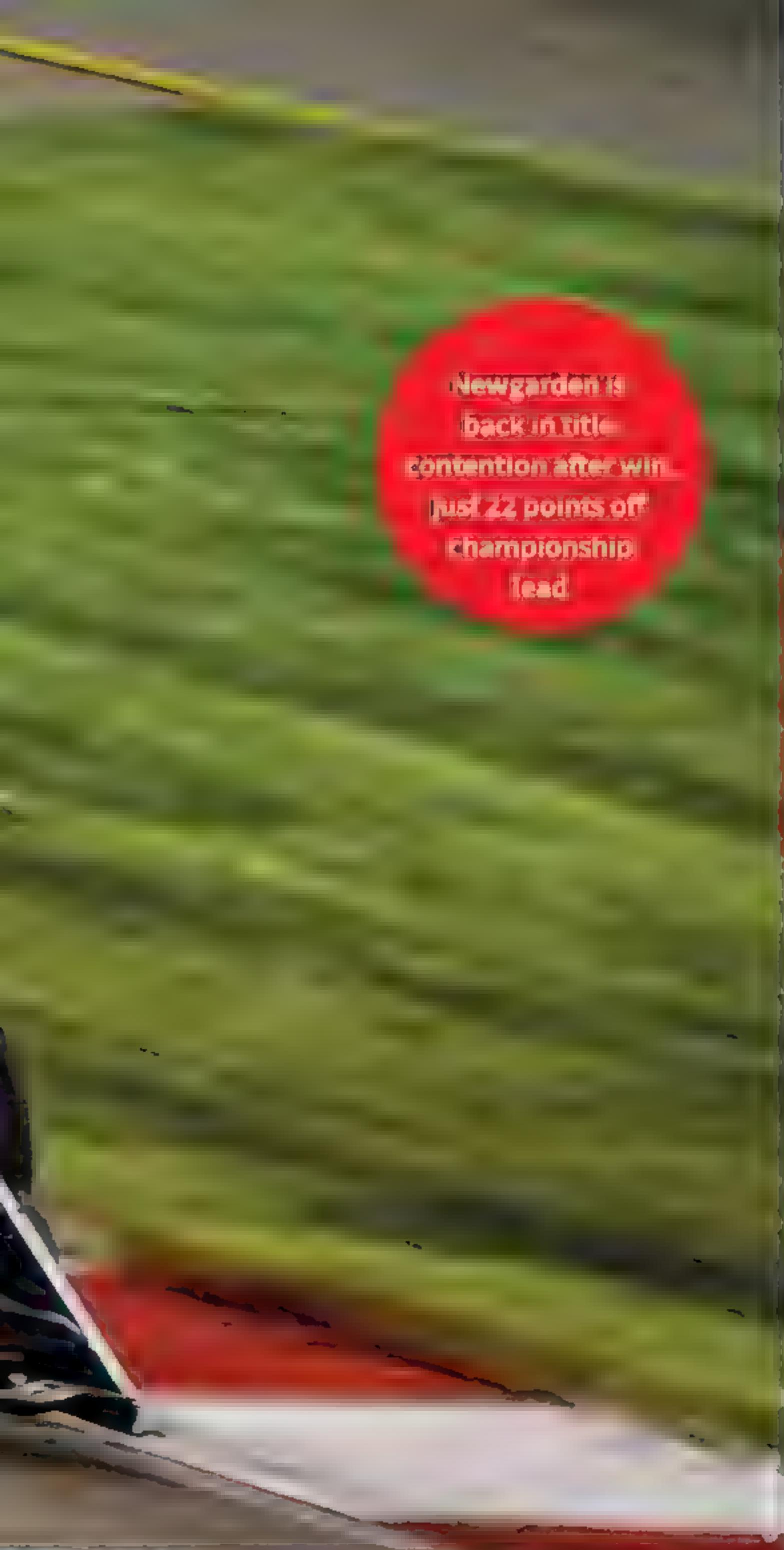
front straight. Drivers were even getting tetchy in the 90-minute practice session in this rare one-day IndyCar show. Conor Daly of Carlin was annoyed by Graham Rahal, Alexander Rossi was aggravated by Daly; maybe it was no surprise that the race itself was messy.

But what brought the over-aggression into sharp focus last weekend was that the events that unfolded may have huge championship implications. On a lap 64 restart in this 260-lap race, Rinus VeeKay of Ed Carpenter Racing misjudged how much the pack ahead would congest and slow at Turn 1. Up to that point, the Dutch sophomore had been brilliant, charging from 23rd on the grid to 10th until a pitstop under yellow saw Chip Ganassi Racing's

#10 crew jump its championship leader Alex Palou ahead of him.

Palou, too, had put in a stirring drive. His blown engine on the Indy road course had meant he suffered his third grid penalty of the year at Gateway, and on ovals that means a nine-place drop. Given that he was only 12th fastest, that meant he too had started outside the top 20 but, like VeeKay, had charged forward, so that he was now filling the mirrors of one of his prime title rivals – his six-time champion team-mate Scott Dixon.

On this fateful restart, this Ganassi pair took the green flag in ninth and 10th respectively, and Dixon arced from the second groove down to the apex while Palou stayed up high. But as Dixon backed off so



Newgarden is back in title contention after win. Just 22 points off championship lead.



Winner Newgarden celebrates surviving a race of attrition

as not to run into the rear of Ryan Hunter-Reay's Andretti Autosport Dallara-Honda, he was tagged by VeeKay's car. Now with its nose briefly pinned, the ECR car thrashed its tail out and struck Palou, and the pair of them hit the wall, as did Dixon.

Palou and VeeKay were eliminated on the spot, while Dixon limped to the pits where the #9 crew rebuilt the rear of the car so that he briefly rejoined the race before quitting after 35 more laps.

Were Dixon and Palou threatened only by each other in the title race, they could regard their latest disappointment with 'as you were' equanimity, but their two championship rivals maximised the Ganassi pair's discomfiture. Pato O'Ward of Arrow McLaren SP Dallara-Chevrolet finished second and, with three rounds to go, has now wrested the points lead away from Palou, while two-time champion Josef Newgarden has catapulted himself back into the frame with his third win at Gateway. The Penske driver now lies just 22 points off the top spot.

Asked about the indiscipline that saw Rahal and Ed Jones eliminate each other in a crash, Ed Carpenter knock Dalton Kellett off the track coming to the subsequent restart and Newgarden break off team-mate Simon Pagenaud's front wing as they duelled over third place, Newgarden himself said: "I saw it last week. When I started 20th [at Indy GP], I was just trying to protect my race car. First stint of the race, I was about getting run into three or four times. Literally was

just trying to not wreck while being aggressive and going forward myself.

"Yeah, I think people are driving aggressively these days, they really are. You almost have to match it to some degree because if you don't, you just get run over. You're sitting there going, 'Why are you running me over? Doesn't matter who is right or wrong at that point, you still got ran over...'

"Everyone just drives real aggressive these days. They push the cars to the limits, they push how much they can touch or not touch. With these cars you can touch a lot and generally get away with it. I think people are pushing over the edge of that at times."

Part of the issue is the nature of some of the courses. To get a pass completed on-track at Gateway, rather than relying on the pitcrew to do the job, a driver needs to have either a hefty tyre advantage and/or no fuel worries compared to those around him, and that depends very much on strategy. Otherwise the start and restarts are the best chance to gain track position.

Gateway is wide enough for a second groove but it is quickly sprinkled with Firestone marbles, rendering it unusable – as Rossi discovered this year on lap 201 when he leaned too hard on cold tyres following his final pitstop, understeered off the racing line and skated up into the Turn 2 wall.

"I think it would be awesome if the [top lane] got rubbered in," said Will Power who

"The events that unfolded may have huge championship implications"

claimed his 63rd pole position but was happy to finish third in what was probably only the sixth fastest car in the race. "You would see one of the best races you've ever seen. It would be like Iowa.

"But I don't know how they do that. I was speaking to the guys that run the track. Do you grind up there? Do you do something that adds a lot of grip? That's what needs to be done. It just makes the racing so much better, so much better when you've got a second groove to go to, especially on the outside. [Currently] you've literally got 10 laps maybe, at the beginning of the race, to do that; then it's gone."

O'Ward said he couldn't draw within half a second of Newgarden at the end of the race despite his best efforts due to the dirty air, but admitted too that he would have struggled to find a way around the leader even had he done so, due to "all the marbles at the end of the race. Really, I didn't use the second groove. I had big wiggles when I tried, so I stopped."

Chevrolet scored a rare 1-2-3-4-5 last >>

Saturday but in truth it should have been a 2-3-4-5-6. The man who seemed to have the measure of everyone was Colton Herta in his Honda-powered Andretti Autosport machine. He started alongside Power on the front row and, having survived an attack by Newgarden into Turn 1, passed the leading Penske driver at the start of the second lap. He then led until lap 58, when most drivers

“O’Ward continues to follow the fine line between daring and discretion and it could win the title”

pitted under the caution caused by Carpenter crashing at Turn 4. His emergence from his pitbox was delayed by IndyCar debutant Romain Grosjean arriving at his Dale Coyne Racing with RWR car immediately ahead, which allowed Power’s crew to get its driver out ahead, while Newgarden beat both of them to the pit exit.

On the lap 76 restart (the lap 64 effort was stymied by VeeKay’s aforementioned red mist moment), Herta lost another place to Rossi, who took just two more laps to find a way around Power to become Newgarden’s closest challenger. The lead quartet continued in this order until lap 107, when Herta moved past Power for third, while a lap later O’Ward also dismissed the 2018 Gateway winner.

Rossi was the first of the leaders to duck into the pits for a second stop on lap 131, which looked like a wise move since new tyres conferred a 6mph speed advantage

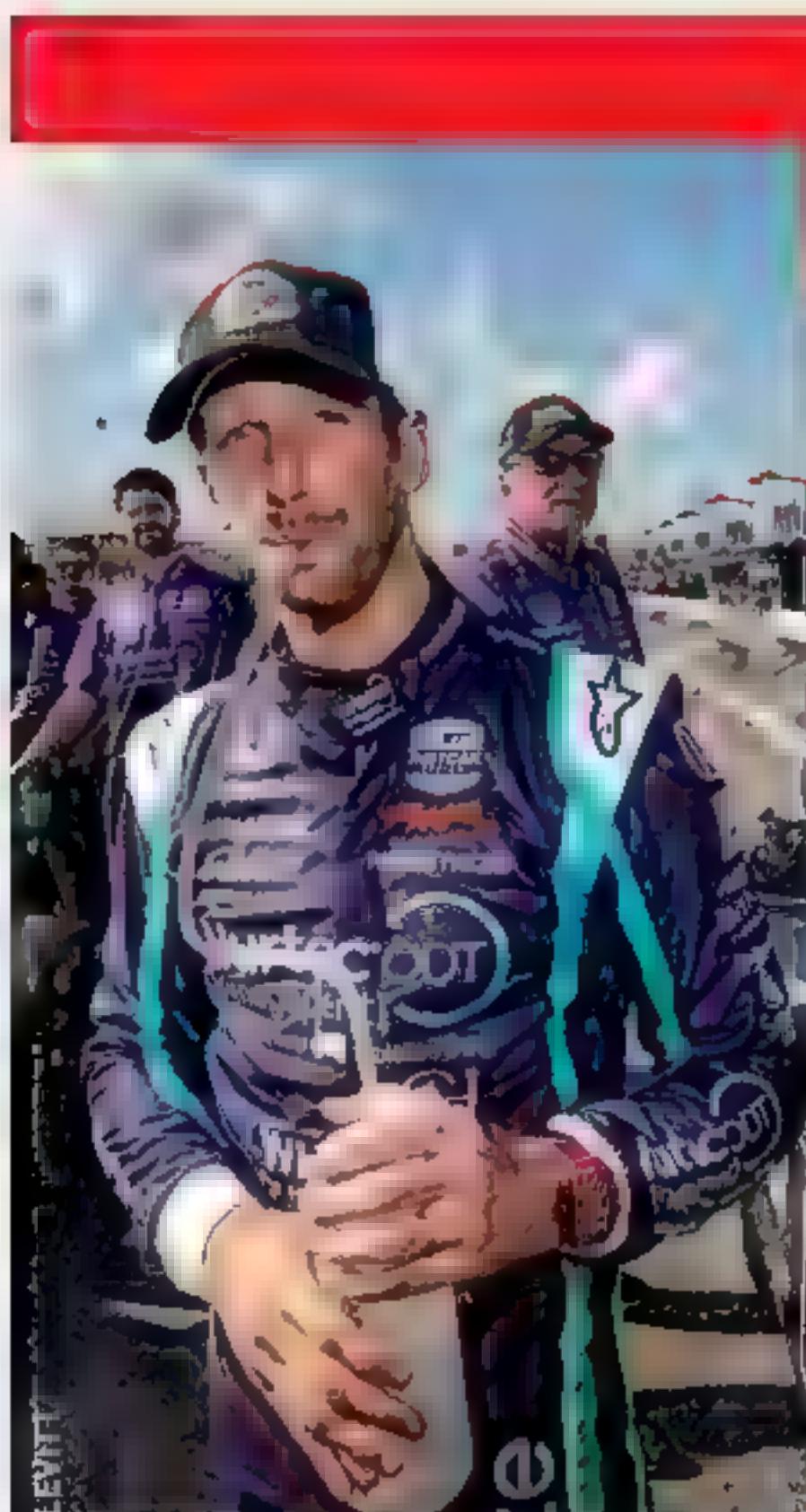


but, after his own pitstop, Herta spent only three more laps behind his team-mate before moving onto the tail of Newgarden, who he passed after just two laps.

There he stayed until lap 183, when he pitted for a third time – far too soon to make it to the end without another stop – and ominously his burnout from the pitbox lit up only one wheel. Sure enough he completed just one more slow lap before stepping from the cockpit to reveal that a halfshaft had broken.

His former Indy Lights team-mate O’Ward, by contrast, was having a much better night. On the restart where VeeKay

had wiped out Dixon and Palou, the Arrow McLaren SP had survived a near miss as he tried to sneak up the inside of Rossi at Turn 1, and had to brake and kiss the road course kerbing to avoid contact. His irritation at Rossi was doubled when he saw Marcus Ericsson’s Ganassi car pass the pair of them on the outside, for it took him 25 laps to repass the Swede. But while he listens well to his strategist and AMSP team president Taylor Kiel, who has been urging him for many races to think in terms of points, O’Ward pounced on Rossi when he lost momentum while being overtaken by Herta, and demoted him two laps later to



GROSJEAN’S FINE OVAL DEBUT

One of the performances that lit up the night at Gateway was that of oval debutant Romain Grosjean. Having qualified less than 0.1mph slower than his Dale Coyne Racing team-mate Ed Jones, the former Formula 1 driver started 14th in the 24-car field, lost three places at the start, then regained two of them thanks to the Jones/Graham Rahal collision. He lost four places at the first round of stops and was sent to the back for the restart for an ‘unsafe release’ from his pitbox, but was boosted up the field by others crashing and the four-

stops pitting, so that he took the lap 76 restart in 14th.

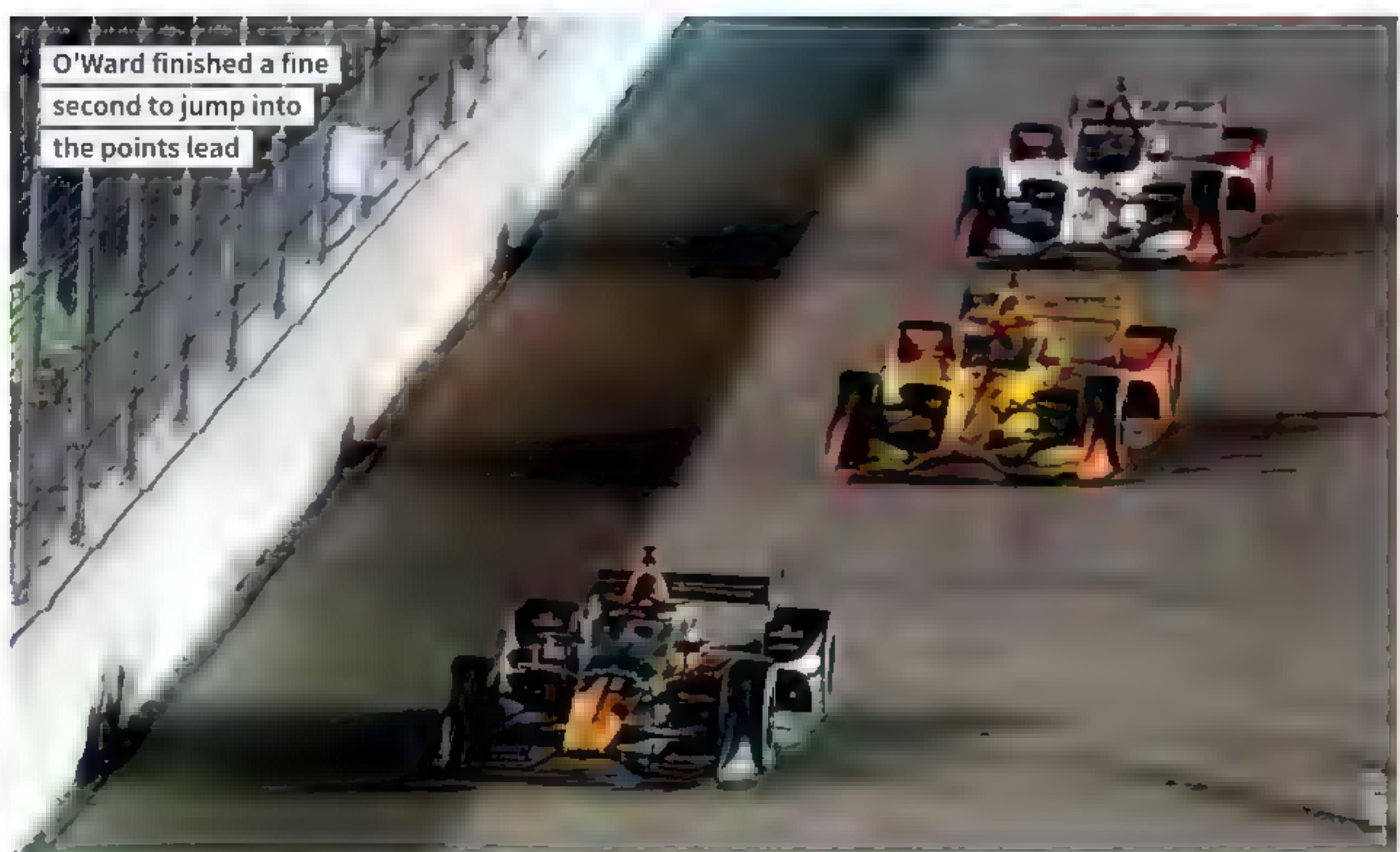
On Lap 84, he passed Tony Kanaan’s Ganassi car, a lap later he passed Dalton Kellett (AJ Foyt Racing), took four laps to find his way past Conor Daly (Carlin), before dispensing with Jack Harvey (Meyer Shank Racing) and fellow rookie Scott McLaughlin (Penske) on successive laps to move into ninth. There he stayed, having probed Ryan Hunter-Reay’s defences, until the 2012 champ pitted on lap 111.

Thirteen laps later, Grosjean himself made his second stop, and

once all his rivals had done the same he was running 11th, which became 10th at RHR’s third stop.

However, a trip into the marbles – when he did well to save his car from hitting the wall – saw the Frenchman lose three spots, and the team elected to pit him on lap 183, thereby committing him to a four-stop strategy.

The final caution period meant he stayed a lap down, so the team chose to stop him again to alleviate any fuel worries, and he safely brought the car home 14th without more drama.



RESULTS ROUND 11/14, GATEWAY (USA), 21 AUGUST (260 LAPS - 325.000 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Josef Newgarden (USA)	Team Penske/Dallara-Chevrolet	2h24m10.940s
2	Patricio O'Ward (MEX)	Arrow McLaren SP/Dallara-Chevrolet	+0.5397s
3	Will Power (AUS)	Team Penske/Dallara-Chevrolet	+5.8660s
4	Scott McLaughlin (NZL)	Team Penske/Dallara-Chevrolet	+6.6620s
5	Sebastien Bourdais (FRA)	AJ Foyt Enterprises/Dallara-Chevrolet	+7.7960s
6	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing/Dallara-Honda	+8.2618s
7	Ryan Hunter-Reay (USA)	Andretti Autosport/Dallara-Honda	+14.0259s
8	Simon Pagenaud (FRA)	Team Penske/Dallara-Chevrolet	+15.5421s
9	Marcus Ericsson (SWE)	Chip Ganassi Racing/Dallara-Honda	+18.7676s
10	Jack Harvey (GBR)	Meyer Shank Racing/Dallara-Honda	+20.1207s
11	Conor Daly (USA)	Carlin/Dallara-Chevrolet	+22.1036s
12	Dalton Kellett (CAN)	AJ Foyt Enterprises/Dallara-Chevrolet	+24.5581s
13	Tony Kanaan (BRA)	Chip Ganassi Racing/Dallara-Honda	+26.8367s
14	Romain Grosjean (FRA)	Dale Coyne Racing with RWR/Dallara-Honda	-1 lap
15	James Hinchcliffe (CAN)	Andretti Steinbrenner Autosport/Dallara-Honda	-17 laps
16	Felix Rosenqvist (SWE)	Arrow McLaren SP/Dallara-Chevrolet	211 laps-mechanical
17	Alexander Rossi (USA)	Andretti Autosport/Dallara-Honda	200 laps-accident
18	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian/Dallara Honda	185 laps-mechanical
19	Scott Dixon (NZL)	Chip Ganassi Racing/Dallara-Honda	100 laps-accident damage
20	Alex Palou (ESP)	Chip Ganassi Racing/Dallara-Honda	64 laps-accident
21	Rinus Van Kalmthout (NLD)	Ed Carpenter Racing/Dallara-Chevrolet	64 laps-accident
22	Ed Carpenter (USA)	Ed Carpenter Racing/Dallara-Chevrolet	54 laps-accident
23	Graham Rahal (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	4 laps-accident
24	Ed Jones (GBR)	Dale Coyne Racing with Vasser Sullivan/Dallara-Honda	2 laps-accident

Winner's average speed 135.245mph. Fastest lap Sato 25.7998s, 174.420mph.

QUALIFYING

1 Power 180.618mph; 2 Herta 180.528mph;
3 Newgarden 180.509mph; 4 Pagenaud 180.368mph;
5 O'Ward 179.894mph; 6 Ericsson 179.839mph; 7 Rossi
179.589mph; 8 Dixon 179.488mph; 9 Rahal 179.000mph;
10 Rosenqvist 178.928mph; 11 McLaughlin 178.914mph;
12 Palou 178.579mph; 13 Jones 178.380mph;
14 Hunter-Reay 178.357mph; 15 Grosjean 178.220mph;
16 Harvey 178.090mph; 17 Sato 177.875mph; 18 Kanaan
177.179mph; 19 Bourdais 176.878mph; 20 Hinchcliffe
176.828mph; 21 Daly 176.547mph; 22 Carpenter
176.260mph; 23 Kalmthout 176.217mph;
24 Kellett 174.803mph.

CHAMPIONSHIP

1 O'Ward 435; 2 Palou 425; 3 Newgarden 413; 4 Dixon 392;
5 Ericsson 375; 6 Herta 324 (below); 7 Pagenaud 320;
8 Rahal 319, 9 Power 315; 10 Sato 279.



NEXT REPORT

GRAND PRIX OF PORTLAND
16 SEPTEMBER ISSUE

Will the IndyCar pack dial down
the aggression in Oregon? And can
Newgarden maintain the momentum
now he's just 22 points off the lead?



Urrutia becomes eighth winner in eight races

WTCSR
HUNGARORING (HUN)
22 AUGUST
ROUND 4/8

Eight races, eight different winners: the World Touring Car Cup continued to surprise as the 2021 season hit its halfway point at the Hungaroring. Santiago Urrutia, the least experienced, decorated and well-known of Cyan's glittering Lynk & Co quartet, scored a dominant victory that lifts him into a potentially intriguing title battle with team-mate and reigning champion Yann Ehrlacher.

But what really caused a stir in Budapest was the pace of Rob Huff and his Zengo Motorsport-run Cupra Leon. The 41-year-old has endured a miserable time since returning to the WTCR this year. But, having qualified no better than 15th at the previous three rounds, the British driver set a new circuit qualifying

record in Q2 on Saturday, then topped the Q3 shootout to grab a shock pole position for race two at Zengo's home circuit. A shame, then, that he undid all his great work in the partially reversed-grid race one.

Huff started 10th and was running seventh when he clipped a tyre stack at the chicane and smashed his front-left suspension. The damage was such that he missed the cut to take up his race-two pole, and he was forced to start from the pitlane. "I put my hands up to it, I made a mistake," said the 2012 World Touring Car champion. "I was cruising, and then I just caught the tyre stack. We needed just another 15 seconds of repair time." He finished 18th.

Huff's horror show left Urrutia alone on the front row and he made the most of his golden chance to win as he pleased. Behind him, Nestor Girolami tapped local hero Norbert Michelisz into a spin at Turn 1, much to the disgust of the vocal, partisan and very welcome home crowd. As

Michelisz recovered to 14th, Girolami finished second on the road, only hours later to be docked five seconds, which dropped him to fifth. That elevated Ehrlacher to fourth which, combined with his third place in race one, gifted him a slender two-point advantage over Urrutia in the standings. Last year, Lynk & Co anointed Ehrlacher its chosen one so he could claim his first world title – but what will Cyan do this time? WTCR sophomore Urrutia has just made it harder for the team to choose a favourite.

In race one, 21-year-old Belgian Gilles Magnus claimed a first victory at this level, his Comtoyou Audi winning from the reversed-grid pole. Team-mate and Aragon race winner Frederic Vervisch rode shotgun, only to be shuffled off the podium to fourth on the last lap by Mikel Azcona – who had punted Yvan Muller off at the start – and Ehrlacher.

Vervisch made up for his missed podium by making a scorching start from ninth on the grid in race two to jump to third, which became second after Girolami's penalty. Rivals reckoned his start illegal, but after a thorough investigation the stewards ruled it as clean. As for previous points leader Jean-Karl Vernay, he qualified a disastrous 16th and salvaged only a 14th and 13th on a weekend when he was also racing in Pure ETCR.

The season reconvenes in October at Most in the Czech Republic for a hastily rearranged second half, thanks to pandemic derailments of Asian rounds. On this evidence, expect anything to happen.

DAMIEN SMITH



Azcona sets up five-way title battle

PURE ETCR
HUNGARORING (HUN)
22 AUGUST
ROUND 4/5

Mikel Azcona became the first two-time Pure ETCR winner with a dominant drive last Sunday at the Hungaroring to set up a five-way final-round title shootout for the all-electric touring car series.

The Spaniard had already won both of his Saturday battles and added to that by topping Time Trial B for pole position for the second SuperFinal that closed the event.

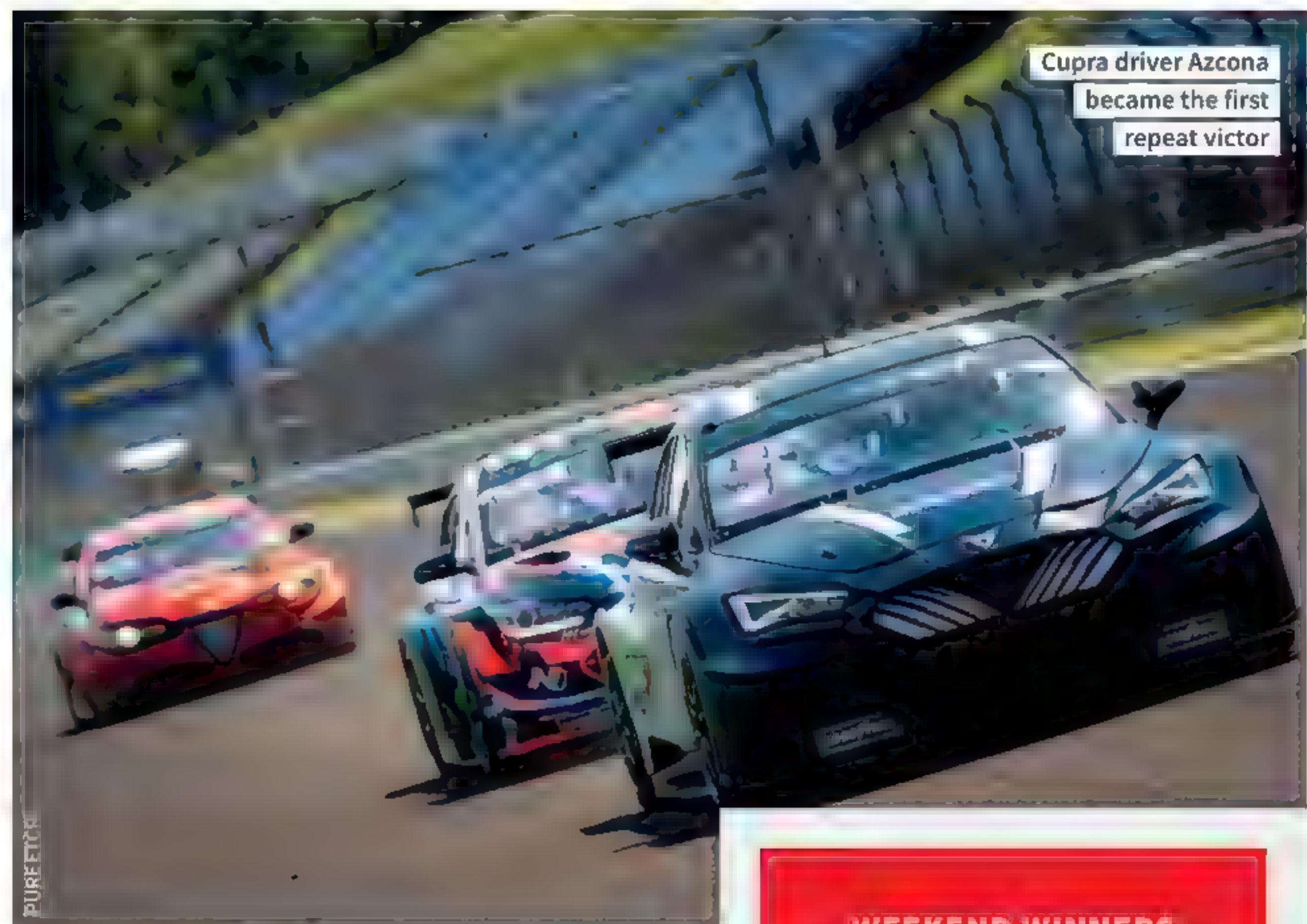
Following Philipp Eng's SuperFinal A victory, Azcona knew that only first place in his SuperFinal would be enough to secure the round for the CUPRA X Zengo Motorsport squad.

Despite a frantic first lap – which was actually a lap and a half due to the Starting Gate being located between Turns 11 and 12 – which involved short spells in the lead for Luca Filippi and Jean-Karl Vernay, heavy early use of his 200kW power-up allowed Azcona to pull clear.

"I have to thank my team-mates," he said, having bounced back from a fairly anonymous weekend in Denmark two weeks earlier. "Everything has been transparent between us as we work together to try and win this championship. We were all faster this weekend than in Copenhagen."

His success meant he beat Romeo Ferraris-MiRA driver Eng and Azcona's own CUPRA team-mate Mattias Ekstrom to the overall round victory; his perfect 77-point haul defeating Eng (72) and Ekstrom (63), who were first and second in SuperFinal A.

Hyundai Motorsport N's Vernay was second in Superfinal B and fourth overall – a superb result for the French racer after the Veloster he shares with Augusto Farfus



had to miss the earlier SuperFinal with an unnamed technical fault.

Home hero Daniel Nagy was third in SuperFinal B but was penalised 20 points for spinning Filippi off the track at the end of the main straight. Filippi brushed the wall lightly and continued, but the impact caused a piece of his bodywork to cut his left-rear tyre, leading to the spectacular blowout a lap later that put his Giulia ETCR out.

It was a busy weekend for the stewards, with Eng, Vernay, Tom Chilton and Luigi Ferrara (subbing for Le Mans-bound Oli Webb at Romeo Ferraris-MiRA) receiving time penalties for track-limit offences.

Worst-hit (save for Nagy, who became the 12th driver out of 14 to claim a Battle win on Saturday) was Farfus. The Brazilian was docked six points in the second round for using his power-up between Turns 4 and 5 and shoving Ekstrom off the road.

"I'd likely do it again if presented with the same opportunity," he said... "Not if he was leading the championship like I am," retorted Ekstrom.

Ekstrom leads the standings by 29 points from Vernay with 77 still available at the

WEEKEND WINNERS

WTCR

HUNGARORING (HUN)

Race 1 Gilles Magnus
 Comtoyou (Audi RS3 LMS TCR)
Race 2 Santiago Urrutia
 Cyan Performance (Lynk & Co 03 TCR)

PURE ETCR

HUNGARORING (HUN)

Mikel Azcona
 CUPRA X Zengo Motorsport (Cupra)



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newly relocated final at Pau-Arnos in France across 15-17 October.

Azcona, Jordi Gene – sixth in Hungary – and Romeo Ferraris-MiRA's Rodrigo Baptista, a Battle winner on Saturday, are the other title contenders.

All three competing brands remain in contention for the manufacturers' crown.

DYLAN JACOBS





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Albon nails his first win during DTM adventure

DTM
NURBURGRING (DEU)
21-22 AUGUST
ROUND 4/8

Red Bull protege Alex Albon romped to a maiden victory in the DTM in a race of attrition at the Nurburgring, as a 23-car grid highlighted increasing interest in the revamped series now for GT3 machines.

Albon had already clinched two podiums in the opening three rounds of the season to emerge as one of the most consistent points scorers in the series. But he hadn't exactly been able to match the results of his younger AF Corse team-mate Liam Lawson, who won on his debut at Monza. This was largely down to Albon rarely finding an empty track ahead of him in qualifying, which meant he always faced an uphill climb in the races.

The general belief was that if the Anglo-

Thai driver could string together a clean lap in qualifying he would be up there with the top runners, judging by his long-run pace. And that is exactly what happened on the sprint layout of the former German Grand Prix venue, the 25-year-old mastering wet conditions in second qualifying to put his Ferrari 488 on pole for Sunday's encounter.

In the race, which took place on a bone-dry track, Albon aced the initial getaway and the first safety car restart to pull clear of the chasing pack led by the Mercedes of Daniel Juncadella.

A second safety car period had the potential to jeopardise his chances, as he was ninth on track – albeit still in net lead – with eight cars ahead of him yet to pit. But as nearest challenger Juncadella struggled to make his way through traffic, Albon was able to carve through the field with relative ease, regaining first position on track by the end

of lap 25 of 38. A first win since his 2018 Formula 2 campaign beckoned, propelling him to fourth in the championship.

While Albon had the best weekend of his short DTM career, Lawson drew a duck and slipped from second to fifth in the standings in a matter of two races. There was little the Kiwi could do in the opening race, as he was an innocent victim when he was pitched into a spin by DTM returnee Markus Winkelhock. But on Sunday, the 19-year-old was rightly handed a drivethrough penalty for triggering a collision that eliminated the Abt Sportsline Audis of championship leader Kelvin van der Linde and 2013 title winner Mike Rockenfeller.

Lawson's failed overtaking attempt left van der Linde frustrated as he recorded his first retirement in the series. But the South African actually returns from the Nurburgring weekend with an extended 33-point lead over Maximilian Götz thanks to a lights-to-flag win in race one. He now heads into the second half of the season as the clear title favourite with three wins already in the bag, even as he warns that the Red Bull Ring may not suit the Audi R8 LMS.

The long overdue debut of Porsche ended in disappointment as Michael Ammermuller was forced to retire from both races in the SSR Performance 911 GT3-R. He had moved up to third in Sunday's race before a tap by Götz left him spinning down the pack. A second incident with Sheldon van der Linde sealed his fate as he joined eight other retirees in a race marred by multiple incidents and two safety car periods.

RACHIT THUKRAL



Timmy Hansen fights back to defeat Kristoffersson challenge

WORLD RALLYCROSS

HOLJES (SWE)

22 AUGUST

ROUND 2/7

There was initially little to choose between reigning World Rallycross champion Johan Kristoffersson and 2019 title winner Timmy Hansen in Holjes' first qualifying session. But a fraught second day for the former handed event victory to the latter.

The pair met again in Q2 and, using the same early joker lap strategy as he had in Q1, Hansen just edged Kristoffersson as they ran together at the joker lap merge on lap four. With a heat win apiece, they tied on



qualifying points at close of the opening day.

But while Hansen twice set the second fastest time on Sunday, took top-qualifier position and won his semi-final from pole, Kristoffersson had a much more turbulent day. First, he got stuck in traffic in Q3 and was sixth fastest, then fought back with a best time in Q4. Starting from pole in the second semi-final, Kristoffersson led from the front in his EKS JC Audi S1, but was forced to retire after a heavy landing on a kerb caused a double puncture.

Kevin Hansen won the second semi and for the second round in a row locked out the front row for the final with his brother. In the main event, the Hansen duo choreographed their run through the opening corners to perfection. Kevin initially held the inside line into Turn 2 before braking early to back up the pack and allow elder brother Timmy to remain ahead. As the pair ran up front throughout the race, Kevin Abbring, who had set fastest time in Q3, took his joker lap early and nabbed fifth.

He moved to fourth when Juha Rytkonen dived for the joker lap, but got bunched up behind Krisztian Szabo, unable to use his and the Renault Megane's pace. The Hansen brothers and Szabo took their jokers on the final tour, Timmy taking the win from Kevin, while Abbring and Enzo Ide earned career best results in third and fourth.

HAL RIDGE

WEEKEND WINNERS

DTM

NURBURGRING (DEU)

Race 1 Kelvin van der Linde

ABT Sportsline (Audi R8 LMS Evo)

Race 2 Alexander Albon

AF Corse (Ferrari 488 GT3 Evo)

WORLD RALLYCROSS

HOLJES (SWE)

Timmy Hansen

Hansen World RX Team (Peugeot 208)

RX2E

HOLJES (SWE)

Jesse Kallio

Olsbergs MSE

MICHELIN LE MANS CUP

LE MANS (FRA)

Race 1 Tony Wells/Colin Noble

Nielsen Racing

(Ligier-Nissan JSP320)

Race 2 Moritz Kranz/Ugo De Wilde (below)

Muhlner Motorsport

(Duqueine-Nissan M30-D08)



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Nielsen and Muhlner teams split LMC wins

MICHELIN LE MANS CUP

LE MANS (FRA)

19-21 AUGUST

ROUND 4/6

The Nielsen Racing duo of Colin Noble and Tony Wells profited from a lengthy safety car intervention during the Michelin Le Mans Cup opener to guide their Nissan-powered Ligier to the Road to Le Mans race victory.

Wells was in the hot seat for the start, lining up seventh among the 45-car field split between LMP3 and GT3 machinery. But the 12-lap contest was interrupted by a shunt at the Ford Chicane that involved the AF Corse Ferrari 488 GT3 Evo — with driver Ken Abe taken away by ambulance — and Racetivity's Mercedes-AMG.



While most decided to pit during the neutralised conditions, the top four cars — led by Ugo de Wilde after a first-lap pass — had opted to stay put and had to dive for their stops when green-flag conditions returned 20 minutes later. That threw away their chances of victory and handed Noble, in for Wells, the victory by over seven seconds.

A bad day for de Wilde and team-mate Moritz Kranz was made worse by a 36s penalty, converted from a drivethrough, for a pit window infringement that dropped

them to 28th. However, the Muhlner Motorsport squad found salvation in the second race when de Wilde and Kranz earned an 11s triumph from pole.

GT3 honours were split between the Iron Lynx Ferrari crew of Rory Penttinen and Logan Sargeant, victors in race one, and the winning Porsche pairing of Niki Leutwiler and Julien Andlauer on Sunday.

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NISMO pair head a Nissan rout at Suzuka

SUPER GT
SUZUKA (JPN)
22 AUGUST
ROUND 4/8

NISMO drivers Ronnie Quintarelli and Tsugio Matsuda scored their first Super GT win of the season at Suzuka as Nissan crews locked out the podium.

After the pole-winning Nakajima Honda NSX-GT crashed out of the lead early on with brake failure, the race boiled down to a straight fight between the two Michelin-shod Nissan GT-Rs, with the NDDP/B-Max car of Kohei Hirate leading Matsuda's works machine after pitstops.

Hirate, who took over from team-mate Katsumasa Chiyo, was 4s ahead at one stage but Matsuda closed in rapidly before diving up the inside at the hairpin to make the winning move on lap 41 of 52.

It was a symbolically significant win for Matsuda, who now has 23 GT500 victories to match Nissan's traditional



#23, while second still marked Hirate and Chiyo's best result as a pairing.

Kondo Racing duo Mitsunori Takaboshi and Daiki Sasaki scored a rare podium finish in their Yokohama-shod GT-R to give Nissan its first top-three lockout since 2014.

Naoki Yamamoto moved to the head of the drivers' standings with a strong fourth-place finish in the Kunimitsu Honda NSX-GT he shares with Tadasuke Makino (who is out of contention by virtue of

missing the Okayama season opener).

Toyota suffered a torrid weekend, failing to get any car inside the top eight in qualifying for the first time since 2008. TOM'S duo Yuhi Sekiguchi and Sho Tsuboi were the highest GR Supra finishers in fifth place.

JAMIE KLEIN

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Chevrolet win slips when Toyota pushes Ford to hometown glory

NASCAR CUP
MICHIGAN (USA)
22 AUGUST
ROUND 25/36

Ryan Blaney ended up extending Ford's dominance at Michigan International Speedway last weekend but only after an unintended assist from a Toyota driver.

Chevrolet's Kyle Larson, Chase Elliott and William Byron dominated much of Sunday's NASCAR Cup race, leading 156 of the 200 laps. But on a restart with eight laps to go, Blaney's Penske Ford lined up on the inside

alongside leader Byron and got a huge shove from behind by Toyota's Kyle Busch.

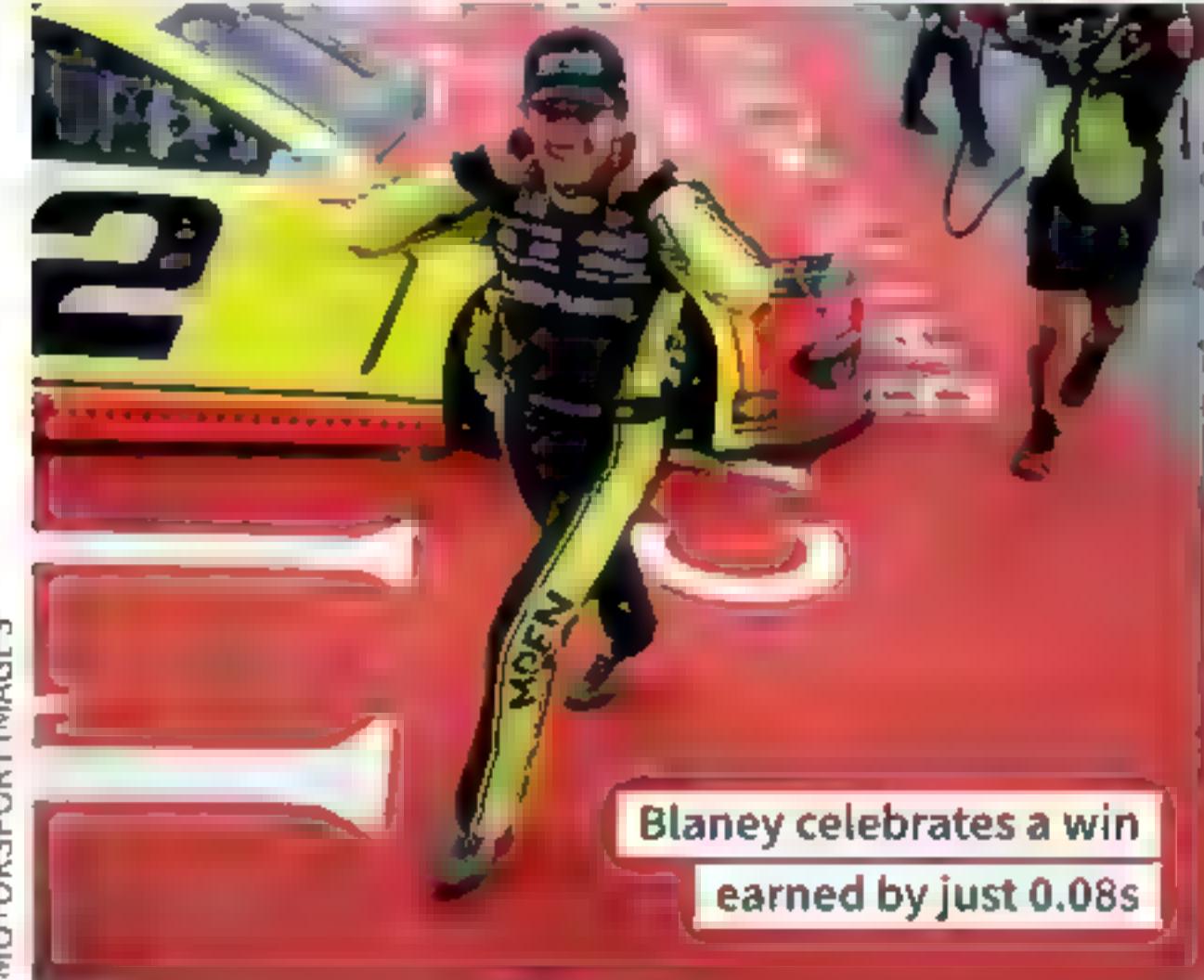
The move shot Blaney well out ahead of the rest of the field and he spent the final two laps warding off challenges from Larson and Byron to claim the win by 0.077 seconds – the closest finish at the track since the advent of electronic scoring in NASCAR.

The victory pushed Ford's winning streak at its home circuit to seven in a row.

"We were going to be fourth and the front row was open," said Blaney. "You have to take the front row. It gave us a shot to win the race and Kyle [Busch] gave us a really good push to get us clear into Turn 1 and then I was playing defence. We were wide-open. Especially with Larson and William laying back and trying to get runs. That made it tough. It was cool to persevere all day. We didn't start off very good, but we worked on it all day and found ourselves in a spot to capitalise on it at the end."

The win is Blaney's second of the season and sixth of his career. He is one of 15 drivers locked in the 16-driver playoff field. The final spot will be decided this weekend at Daytona International Speedway.

JIM UTTER



MOTORSPORTIMAGES

WEEKEND WINNERS

SUPER GT
SUZUKA (JPN)
Tsugio Matsuda/Ronnie Quintarelli
NISMO (Nissan GT-R)

NASCAR CUP
MICHIGAN (USA)
Ryan Blaney
Team Penske (Ford Mustang)

NASCAR XFINITY SERIES
MICHIGAN (USA)
AJ Allmendinger
Kaulig Racing (Chevrolet Camaro)

NASCAR TRUCK SERIES
GATEWAY (USA)
Sheldon Creed
GMS Racing (Chevrolet Silverado)

INDY LIGHTS
GATEWAY (USA)
Races 1 & 2 David Malukas
HMD Motorsports

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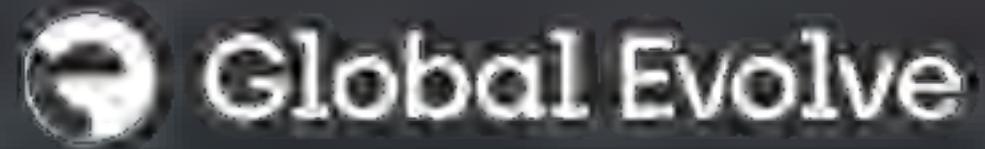
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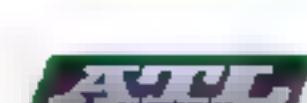
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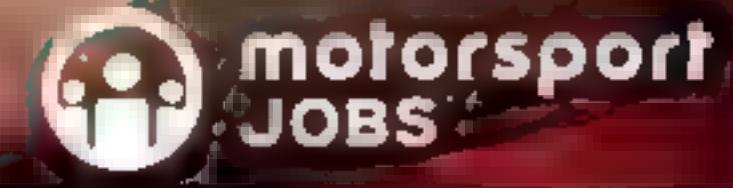
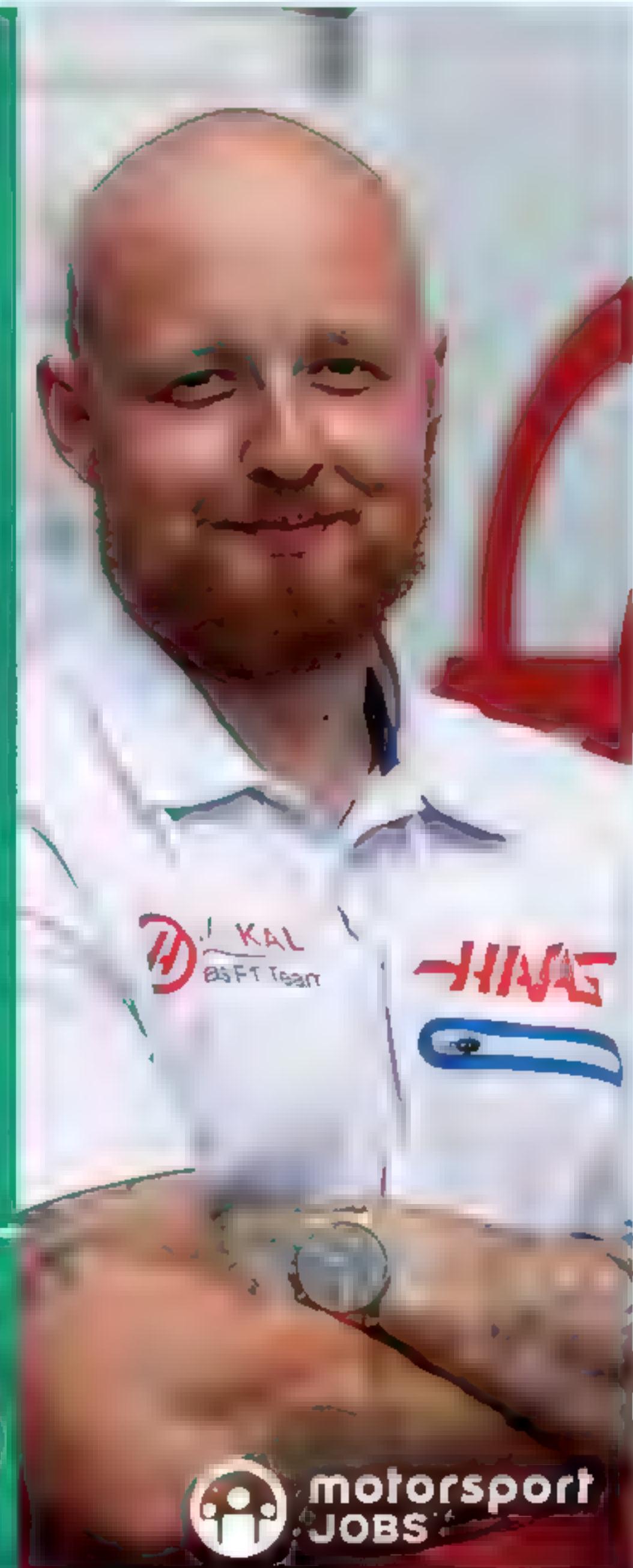
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750 MOTOR CLUB The best of the action as racers return to Wales



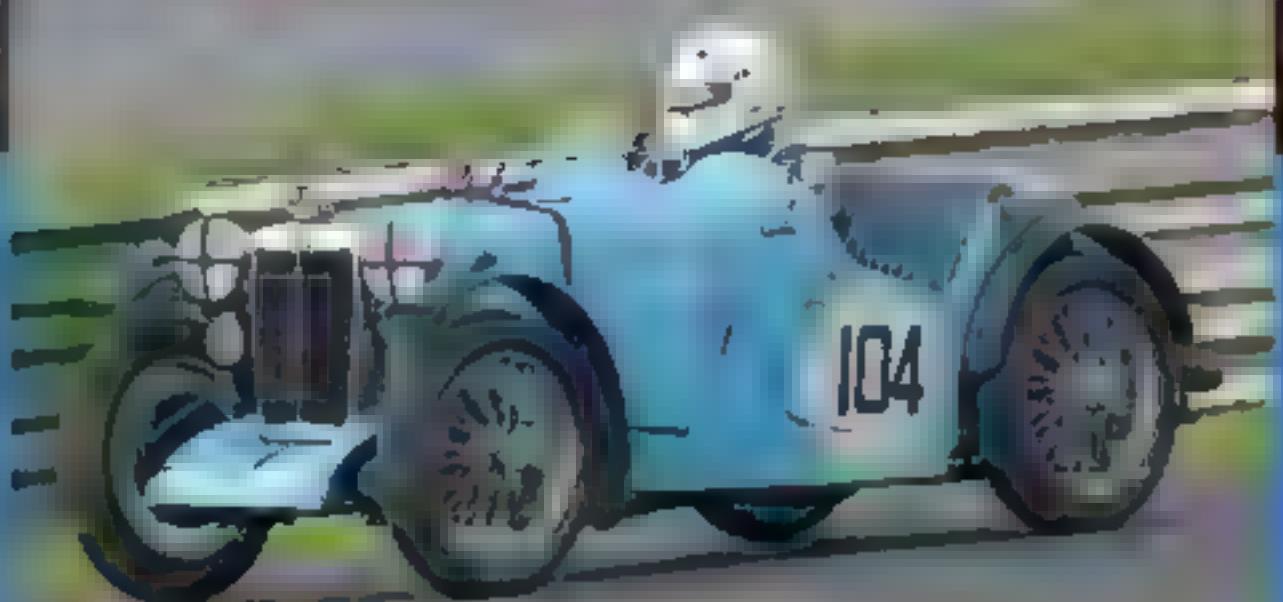
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Mini delights at Brands

The Mini Festival makes a comeback after a year's break – and the racing is as close as ever



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ITS FORTUNES AROUND

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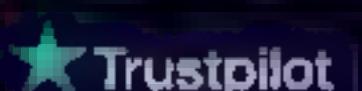
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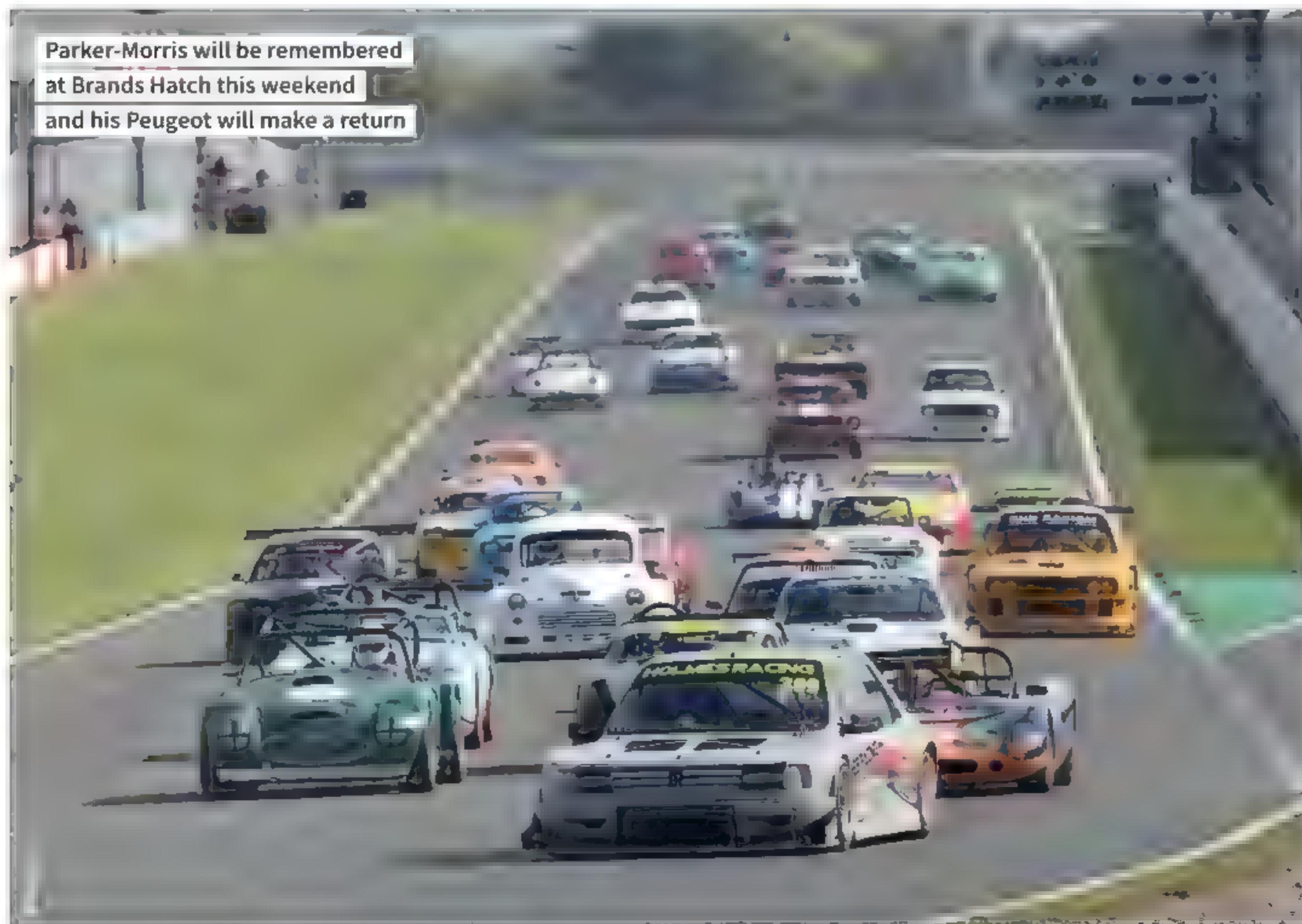
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MASSIVE SPECIAL SALOONS ENTRY FOR TRIBUTE RACE

CLASSIC SPORTS CAR CLUB

More than 40 Special Saloons and Modsports cars – the largest gathering since the 1980s – for the inaugural Ricky Parker-Morris memorial trophy race is a highlight as seven Classic Sports Car Club grids will be unleashed on Brands Hatch's Grand Prix circuit this weekend, supporting GT World Challenge Europe.

Parker-Morris was the popular drivers' representative for the series but died in January after contracting COVID-19 and Brands was his local venue.

"It will be quite a spectacle – Ricky's passing, our first time on the circuit and the high-profile event have focused competitors," said club director David Smitheram. "Brands is huge deal for us. Clubs our size don't normally get gigs at big-ticket meetings."

"We have received around 320 entries: one race sold out in 28 minutes and most are full. Late withdrawals mean a couple of Special Saloons and Magnificent Sevens places are available."

Likely frontrunners include Joe Ward's fabulous ex-Gerry Marshall Vauxhall Firenza V8 'Baby Bertha', Wayne Crabtree in Dave Abrahams' Subaru turbo-powered Ford RS200E clone and Malcolm Harding's Castrol Escort Mk2,

plus veteran Ian Hall's mighty Darrian Wildcat GTR and Andy and Chris Southcott's rapid tubeframe MG Midgets.

Cadwell Park winner Craig Percy's Morris Minor-Chevrolet, the radical Anglia 105Es of Neil Duke and Steven Moss (BDG and Cosworth turbo powered), Rod Birley's BMW M3 and Joss Ronchetti's Talbot Sunbeam Lotus are guaranteed crowd-pleasers. Danny Morris will also be racing the Spirit of RPM Peugeot 309 Cosworth Turbo in brother Ricky's memory.

However, technical issues at Donington Park last weekend have sidelined CSCC returnee Simon Allaway's freshly rebuilt Lotus Esprit V8. Supply problems have also thwarted Dr David Enderby's efforts to ready his Sports 2000 Tiga-based VW Karmann Ghia-BDA – last raced three decades ago – for a comeback.

"I laid the car up in the early 1990s when there was nowhere for it to race, but have been rebuilding it for three years," said Enderby. "Brands was targeted but the body came back from the paintshop unfinished and there's been delays with the fuel tank and wheels. Everything has conspired against us, but I'm determined to make Silverstone's [GP circuit CSCC] finale in October."

MARCUS PYE

IN THE HEADLINES

BRADLEY'S KUMHO BMW BID

Niall Bradley is considering entering Kumho BMW full-time in 2022 after scoring two wins in the series at Brands Hatch earlier this month. The Chatham-based Irishman, who has also raced his E46 M3 in the BMW Club Car Championship this year, said he was "unsure the car was up to the standard needed beforehand" but the performance shown at Brands made him believe "it was something seriously worth considering in the future".

HSCC PASSES ON WITH SPA

The Historic Sports Car Club is pressing ahead with plans to run its traditional closed-wheel races at the Spa Six Hours meeting this year, after skipping the event amid the coronavirus pandemic last season. Cars from a variety of the club's categories are eligible to compete in the two 30-minute races at Spa over the 1-3 October weekend.

INGRAM'S MUSTANG PLAN

Kingsley Ingram debuted his ex-Mike Jordan/Stuart Scott Ford Mustang in the CNC Heads Sports and Saloons at Donington Park last weekend. "The car came from Canada originally, but Mike and Stuart raced it in Britcar, before Stuart used it in Bernie's V8s," he said. Ingram himself hasn't raced since competing in Super Touring with his Mazda in 2014 but plans to enter the Mustang in endurance races with son Paul.

WATERFIELD'S BUSY EVENT

Tom Waterfield proved his versatility in the Vintage Sports-Car Club event at Mallory Park last Sunday. Brought up in the club – he cut his teeth in an Austin 7 in his teens – he competed in Tim Ross's ex-Roy Salvadori Formula 2 Cooper T41 (below), Xavier Kingsland's unique Formula Junior Hillwood-Fiat and Simon Blakeney-Edwards' Frazer Nash Super Sports. Waterfield is set to race Ross's Cooper Mk9 in the 500cc F3 race at the Castle Combe Autumn Classic on 2 October.



Bid to overturn title contender Edgar's ban

GINETTA JUNIOR

Ginetta Junior squad R Racing is appealing a three-month ban handed to its title contender Tom Edgar, with the National Court hearing scheduled to be held as Autosport closed for press.

Edgar had taken two wins this season and was in the championship hunt before having to miss the Knockhill quadruple-header earlier this month after the ban came into effect. A collision with Robert de Haan at Oulton Park earned him his 12th licence point in the past year, triggering the ban. But R Racing will argue this prevents the teenager from learning from his mistakes at a vital point in his young career.

"We couldn't get a court hearing in time for Knockhill because it was a short turnaround after Oulton Park," explained R Racing boss Jamie Ross. "It's frustrating and it's typical that it fell on the round that had four races.

"He knows he's made mistakes – but, looking at how close Junior racing is, mistakes happen. He's a junior and he's



not going to learn any more by being sat out for three months and he needs to learn by being out there and putting things into practice. They're at a learning stage in their career and what he didn't want to do is have the rest of the year out and being on a downward spiral. He's a kid with a bug for racing and being told that you can't is hard for him."

This week's hearing will determine whether Edgar can get back behind the wheel for Thruxton this weekend or if he is forced to spend the rest of the season on the sidelines. By missing the category's

Scottish trip, Edgar is now ninth in the standings and 150 points behind Aston Millar, his table-topping team-mate.

Ross describes Knockhill as having been a "bittersweet" weekend as, while Edgar was forced out and Josh Miller suffered a major crash, Millar came of age with two wins and two other podiums.

"It was lovely for Aston to get his first win and it was really nice to see him going well," added Ross. "It's the right point of the season to build momentum and hopefully he can keep that going."

STEPHEN LICKORISH

Shepherd takes Type R glory after Deegan crash

750 MOTOR CLUB

Adam Shepherd secured the Type R Trophy crown with a meeting to spare with victory at Anglesey, and may now sit out the final event at Brands Hatch.

The title was the Essex driver's third in a category run by the 750 Motor Club, having previously triumphed in the Civic Cup in 2015 and M3 Cup in 2017.

"I am not completely sure

that I'm not going to do Brands, but my wife and I are having a baby that's due two days afterwards, and the car is for sale and I wouldn't want to see it damaged," said Shepherd, who has won eight of the 10 rounds this season. He is evaluating the possibility of a drive in Club Enduro for 2022.

Shepherd found it slightly easier to wrap up the championship than he had expected due to the absence



of Lee Deegan from the Anglesey rounds. Deegan, who was second in the points, had a heavy accident testing at the circuit on Friday.

His car suffered brake failure on the approach to Rocket, and

he was taken to hospital in Bangor as a result of his injuries.

"I have got some breaks and am in a lot of pain, but the car is scrap, which I am gutted about," he said.

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Ex-BTCC racer Jones wins on vintage debut in 1932 Alvis

VINTAGE SPORTS-CAR CLUB

Former British Touring Car racer Karl Jones landed a surprise handicap victory in the Alvis Centenary race at Mallory Park last weekend, on his first competitive appearance at the circuit in nearly 35 years.

Jones was racing in vintage machinery for the first time in fellow Welshman Andrew Davies' 1932 Alvis Speed 20.

"It's my first race here since 1987, [when I was] in a Ford Escort RS Turbo production saloon, although I did qualify a Eurocar [on the oval, but non-started due to a wrist injury] in 1995," said Jones.

Jones, 62, finished eighth on scratch in the 'Red Baron', a well-proportioned cycle-winged sportscar built for Sir Henry 'Tim' Birkin, winner of the 1929 and 1931 Le Mans 24 Hours.

Subsequently, Jones was flabbergasted to learn that he had won the race's handicap classification. "Don't ask me how? I've absolutely no idea, but it was fun," he said.

Jones, who claimed the 1983 Champion of Brands Formula Ford title, is no stranger to historic racing, having shared Ben Eastick's Jaguar D-type in recent seasons, but vintage work is new to his repertoire.

MARCUS PYE

Gilham eyes Britcar night race drive

BRITCAR

Team Hard owner Tony Gilham hopes to contest the Britcar 'Into the Night' race at Brands Hatch in November after making a track return at the same venue earlier this month.

Having not raced since a part campaign in the British Touring Car Championship in 2016, Gilham was a late entry

into the Track Attack Deutsche Marques Cup races in one of the team's Volkswagen Racing Cup VW Golfs.

"The night race is something that I've always wanted to do," said Gilham. "I keep threatening to race every year and it's never happened — I'm always too busy with our other stuff going on. This was a very, very last-minute decision."

"I deliberately stay out [of the driving seat] because otherwise it sucks you back in so I'm in trouble now! But it's just for a bit of fun."

Fuel-flow problems on the car Andy Wilmot used to clinch last year's Volkswagen Racing Cup meant that Gilham (right) failed to complete a timed lap.

MARK PAULSON

IN THE HEADLINES

MINI CHALLENGE EXCLUSION

Autosport wishes to clarify an incorrect detail surrounding Neil Trotter's exclusion from the Knockhill Mini Challenge meeting earlier this month following an incident in the paddock. Trotter did in fact speak with the clerk of the course before he left the circuit, contrary to our story (Autosport, 19 August).

BALDWIN BEHIND THE WHEEL

Mini racing legend Peter Baldwin returned to the driver's seat at the Mini Festival at Brands Hatch last weekend as he treated the crowd to some demonstration laps in his Miggia. The seven-time Miggia series champion, who celebrated his 81st birthday this year, took to the circuit during the lunch break on Sunday in his car adorned in its familiar orange and white livery.

MEMORABLE ANGLESEY EVENT

The 750 Motor Club meeting at Anglesey last weekend will be one to remember for a pair of startline marshals — and not just for some close racing. Andy Bruce and Emma Featherstone got engaged following a proposal from Bruce on the grid prior to the track action getting under way!

SIMPSON PICKS UP FIRST WIN

Ex-British Touring Car racer Matt Simpson won his first Pickup Truck contest after triumphing in the second encounter at Donington Park last weekend, having debuted in the previous rounds at Mallory Park. "It was good to get that first win. I should have won the first one, but retired with diff problems from the lead," said Simpson.



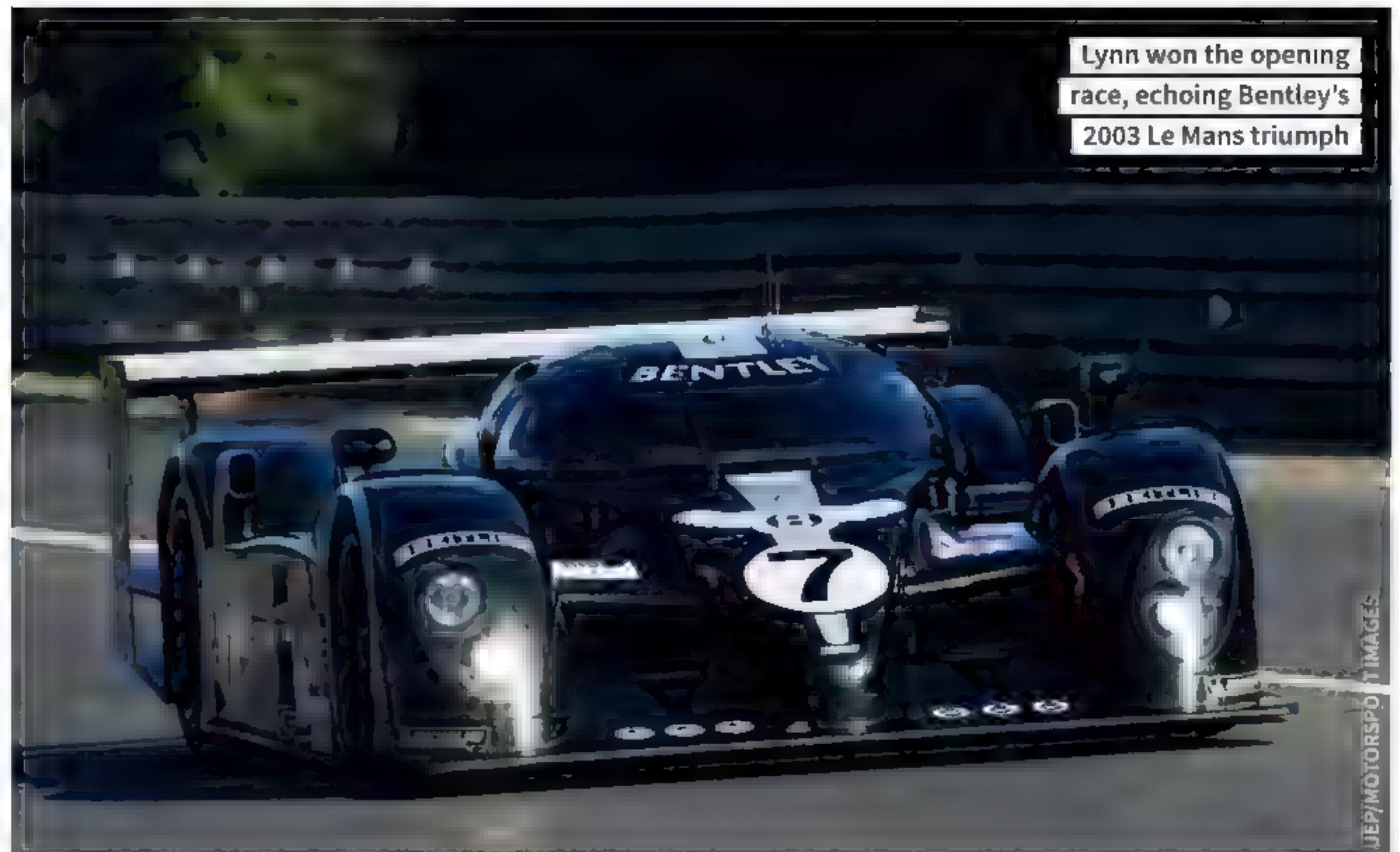
Bentley Speed 8 takes another Le Mans victory

ENDURANCE RACING LEGENDS

A Bentley Speed 8 made a victorious return to Le Mans last weekend as a water leak for James Cottingham prevented him from taking a double win in his Dallara SP1 in the Endurance Racing Legends contests that supported this year's 24 Hours.

There was drama before the opening 45-minute encounter had even begun when a number of cars in the 45-strong field spun on the formation lap, one into the barriers, meaning proceedings began behind the safety car.

Polesitter Cottingham maintained the lead when the safety car pitted as Florent Moulin made it a Dallara 1-2. Front-row starter Shaun Lynn battled back up to second in the Bentley but experienced historic racer Cottingham – who also made his British GT bow earlier this year – was looking in control up front. That was until his Dallara developed the gremlins and Lynn got ahead, before



Cottingham skated off at the Porsche Curves with minutes to go. Moulin took second, while Mike Newton in a 2004 Lola-built MG completed the podium.

There was no such trouble for Cottingham second time around as he was able to take the spoils. Behind, Lynn and Moulin had another close battle, with the Bentley again prevailing. Martin Short, who suffered clutch woes in the opener, took fourth in another Dallara.

The majority of the entry of the Peter Auto-organised races comprised GT cars and it was Aston Martins that triumphed each time. Roald Goethe and Stuart Hall won the opener in a DBR9 from 2006, having passed Dominik Roschmann's Ferrari 550 Maranello late on. Three-time Indy 500 winner Dario Franchitti, on his debut Le Mans weekend, took the spoils in race two in a 2008 DBR9, from Emmanuel Collard in a 1997 race-winning Porsche 911 GT1.

CTR Developments targets the top with prototype



ZEO PROTOTYPE CUP

CTR Developments is targeting frontrunning pace in the ZEO Prototype Cup as it develops its unique CTR 01.

Designed by Matthew Chamberlain and finished in the familiar orange livery of father Richard's self-built Porsche 935, the car made its race debut last year in the Sports Prototype Cup's Open class.

During several years' gestation, Chamberlain switched from Suzuki Hayabusa power to a Honda K20 mated to a Hewland FTR gearbox acting as fully stressed members.

"I decided I'd make a car and just fired up the CAD system and started," said Chamberlain Jr. "We like [open regulations] – it's half the fun. It would have been far easier to go and

buy a Radical or something."

Father and son share driving duties and qualified mid-grid, four seconds off the pace, on the car's first appearance at Brands Hatch earlier this month after previous outings at the smoother Silverstone and Snetterton circuits.

"It's very bumpy up at Paddock, and it won't ride the kerbs," added Chamberlain Jr.

MARK PAULSON

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SPECIAL MARSHAL TRIBUTE Drivers in the Mini 7 Racing Club's categories paid tribute to the vital role marshals play in enabling motorsport events to take place at last weekend's Brands Hatch Mini Festival. In emotional scenes at the end of the Miglia and Se7en races, drivers waved a special orange flag from their Minis in memory of marshal Rob Foote, who lost his life in an accident at Brands Hatch at the end of last month, as well as to show support to all of those who give up their time to volunteer for the Orange Army. **Photo by Gary Hawkins**

Cook stars in the damp with overall Clubmans win at Croft

CLUBMANS SPORTS PROTOTYPE

Alan Cook was the star of the Clubmans Sports Prototype category's visit to Croft last weekend as part of a Darlington and District Motor Club meeting, impressing in the tricky damp conditions of the first two races.

CSP1 championship leader Steve Dickens held off a strong challenge from Cook's wet-shod CSPA Mallock 20/21B in the opening race to win in his Mallock Mk29, while Mathieu Gauthier-Thornton won the hotly contested CSP2 class and

Barry Webb was victorious in CSPB.

But it was in race two when Cook really starred as he romped away, again on wets, to win overall, well ahead of CSP1 victor Clive Wood. Michelle Hayward took CSP2 and Webb prevailed again in CSPB.

In the last – and dry – race Wood's Mallock Mk23 led Dickens and Pete Richings for overall honours and took a new lap record. The other classes went to Hayward, also with a new division record, while Cook and Webb completed their hat-tricks.

PETE RICHINGS



IN THE HEADLINES

QUICK SUPERKART LAPS

Superkart lap records were scattered asunder on the Silverstone National circuit last weekend. Liam Morley knocked 1.24 seconds off the previous best in the Division 1 category, setting a new benchmark of 53.257s. In the same race, Samantha Hempshall lowered the F250 National record, while later in the day Mark Bramhall also set a new time in the F125 Open class. Morley picked up two British Superkart Racing Club Super Series wins before adding the Motorsport UK '0' plate, beating Sam Moss by 0.253s.

JENNINGS' CHARITY TRIM

Irish Tarmac Rally champion Garry Jennings has raised over £10,000 for Down's Syndrome charities in Counties Fermanagh and Donegal after having his hair cut by 10 inches. Jennings – one of Ireland's best-known and most successful drivers – had his famous long hair cut last weekend and has been inspired by the work of the Rallying for Down Syndrome Awareness group.

SCOTTISH FF1600 CHANGE

The Scottish Formula Ford category is set to no longer feature at the Scottish Motor Racing Club's away round at Cadwell Park next month. Scottish FF1600 had been due to feature at the Lincolnshire event alongside the rest of the SMRC classes but a lack of interest from drivers has led to the change.

PAUL SIMMS FF1600 TRIBUTE

Paul Simms will be remembered at this weekend's Oulton Park Gold Cup with the aggregate victor of the two Historic Formula Ford 1600 races winning a trophy named in his honour. Simms, the father of racer Benn, was a popular figure in the FF1600 paddock before his death last year. "Dad loved Historic FF1600 more than any other category and Oulton Park was his favourite circuit, so this is a fitting tribute," said Benn (below with Paul).





Scrutinising the future

When government restrictions relaxed last month, so too did rules surrounding how club events operate, leading to a range of views on the best way forward

STEPHEN LICKORISH

We have all become used to aspects of our lives changing over the past year and a half. But, now, as we take tentative steps towards normality amid the coronavirus pandemic's unrelenting grip, some of the differences are becoming less stark. And the same is true in terms of national motorsport as well.

Following the much-hyped 'Freedom Day' last month, when the English government relaxed most of the remaining restrictions, there was also an easing of the rules from British motorsport governing body Motorsport UK. It had adopted a number of new protocols, particularly concerning signing-on and scrutineering, but also in other far wider aspects of event management to enable the sport to restart last July. Now, from the end of this July, clubs have enjoyed greater freedom over how they operate their events once more. And it is fascinating to see the differing views and approaches on the COVID-compliant practices.

Take the issue of scrutineering. When the pandemic hit, the old ritual of every driver traipsing over to the scrutineering bay with their car at the start of the day was scrapped and random spot checks on up to 10% of entries and a pre-event online self-declaration introduced instead. Now, it is up to clubs to decide how they want to tackle it. Some have instantly returned to the old routine and have every driver queuing up once again, but others have taken a more nuanced approach.

"If scrutineering standards have slipped, they will be picked up over the next few meetings"

Giles Groombridge, the 750 Motor Club's competitions manager, believes a return to scrutineering every car would be "a challenge given the number of scrutineers in the pool has decreased over the last 18 months and how jam-packed full all the race meetings are". The club therefore fully scrutineers every car in just a few categories at each event in the morning – for example, at Anglesey last weekend it was 750 Formula, Historic 750 Formula and Locost. "From an administrative point of view, it's easier than contacting individual drivers," explains Groombridge. "Over three or four meetings, we see all of our competitors' cars at least once. If standards have slipped, they will be picked up over the next few meetings. There's a value in scrutineering cars physically but seeing them at every meeting is of diminishing value."

British Racing and Sports Car Club chairman Peter Daly

agrees: "I don't believe that's a necessity [scrutineering all cars] – I believe they should scrutineer with more spot checks." Daly feels a different ethos should be adopted for the task of scrutineering whereby, instead of looking to catch out cheats or those with illegal equipment, drivers should be educated about what they have done wrong. "A number of competitors don't do it on purpose, they just need educating, so by doing random checks, we're helping them," he says. "If we instruct everyone to take their car to scrutineering at seven in the morning, it's a pretty poor customer service experience. But, if the declaration is quite clearly incorrect, then the scrutineers should seek out those cars."

The clubs now have greater freedom beyond scrutineering; they can also run in-person driver briefings again. Daly believes these are vital in reestablishing respect among drivers, particularly after a spate of incidents, and are an important tool in maintaining discipline. "We've certainly missed driver briefings," Groombridge adds. "It's all well and good putting this in writing, but you're reliant on people reading that and taking it in. It also doesn't give a forum for people to ask questions and seek further guidance."

However, some aspects of the old 'new normal' will still be remaining for now. Motorsport UK 'strongly encourages' clubs to continue with online signing-on prior to events and that is what many are doing. With the continued threat from COVID-19, Groombridge says changing this aspect does not make sense. "Essentially, that's how we've been working for the last year and a half and we did all the hard work with licence checks at the start of the year for the majority of people, so it doesn't seem like it would be advantageous to change that side of things," he says, adding this does have the drawback of club staff having less direct contact with customers and therefore they miss out on some of that first-person feedback and interaction.

But perhaps one of the most significant freedoms that followed the change in advice last month is that trainee marshals, scrutineers, clerks and stewards are now allowed to attend events and continue their education. This is absolutely vital for safeguarding the future of our sport. It is no secret we have an aging group of officials, and attracting fresh recruits must be an important priority over the coming months, requiring serious thought from all concerned.

The greater freedom clubs now enjoy is incredibly welcome and cannot be taken for granted. Who knows what lies in store in the coming weeks and months? But the pandemic as a whole has provided the perfect time to reassess practices for the future – and those debates will no doubt rumble on. In the meantime, there is a final aspect also now a regular part of meetings once more: podiums and prizewinnings. After the events of the past 18 months, it is certainly good to have something to celebrate again. *

Bove takes advantage as rivals falter

ANGLESEY
750MC
21-22 AUGUST

Peter Bove moved to the top of the 750 Formula standings with two victories at Anglesey, but not without rapid competitors being sidelined in a chaotic first race.

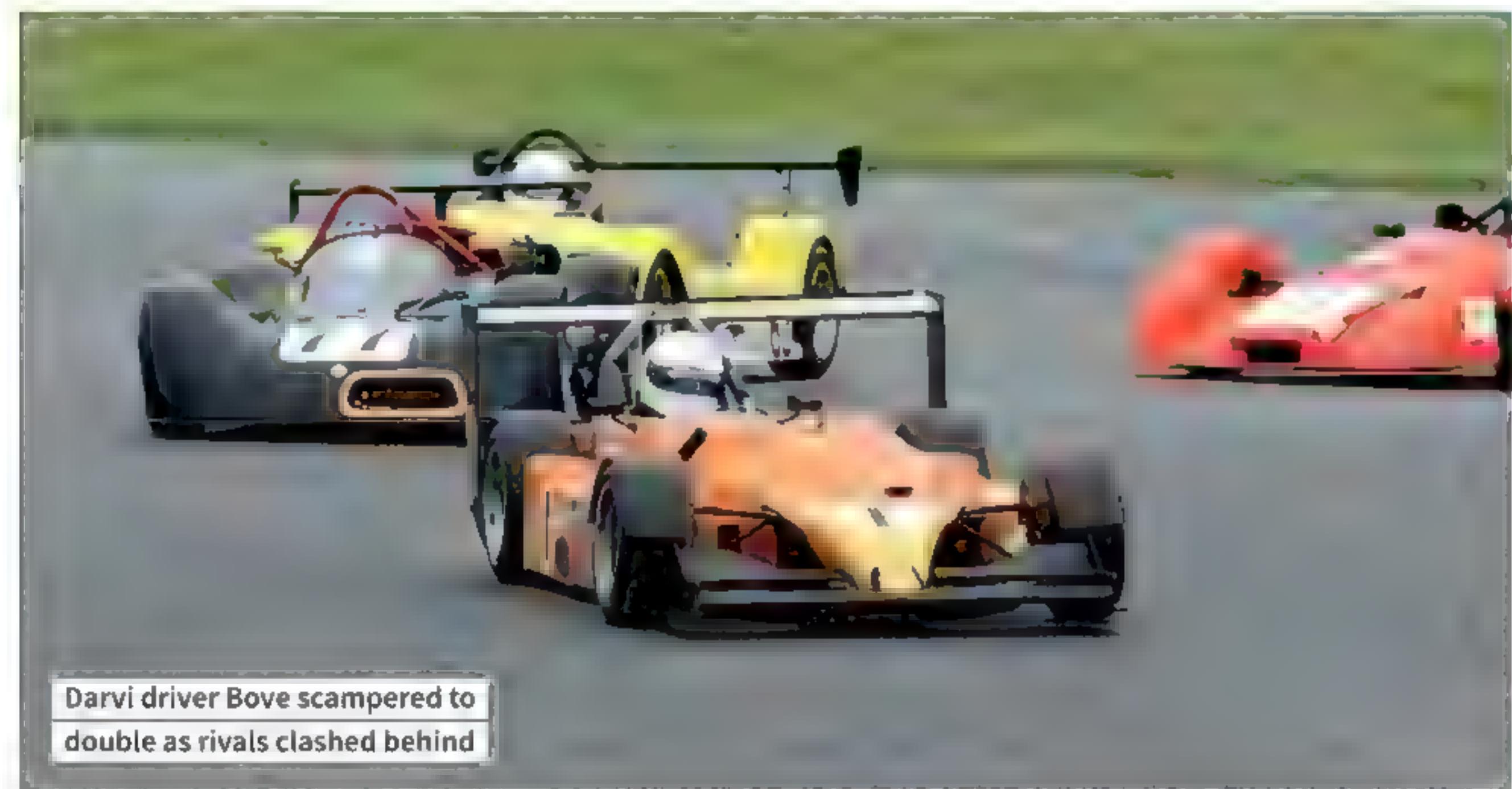
Dave Hodkin qualified first in his HRD Mk2 but was down to fifth position by the second corner. As the 2013 champion sought to climb through the field, he clattered into the side of 2017 title winner Bill Cowley's eponymous Mk4 at Target, with Raymond Barley's Racekits Falcon caught up in the aftermath.

Half a lap later, Mark Glover – who was leading in his Falcon – retired with a cylinder-head failure. The two-time champion had been running with a replacement engine after his normal unit expired at Cadwell Park last month. Bove inherited the lead and took both wins in his Darvi 88P from Steve Boother's Darvi Mk5 and Chris Gough's CGR2 Evo, respectively, enhancing the chances of retaining his crown in the process.

Richard Prior broke Anthony Reid's Historic 750 Formula lap record on his way to his fifth victory of the season in race one, with Tim Sage's Ford-engined Mallock U2 a distant second. The second encounter was building to a thrilling climax with Martin Depper's Centaur Mk14 chasing down Prior, only for the Reliant engine on the leading JGS III to expire with less than half a lap to go, allowing Depper to take the spoils.

Elsewhere, there were two new Clio 182 winners. Points leader Jack Kingsbury made a slightly tardy getaway in race one to hand Jack Dwane a big lead, which he converted to a 6.6-second maiden victory to add to his four previous podium finishes.

The Lincoln driver was pushed harder by Kingsbury – who led for a third of a lap – in the second race, with Deranged



Motorsport team-mates Jason Pelosi and Josh Larkin third and fourth.

Larkin's fastest lap gave him pole for the final bout, but a mistake at Rocket on lap two almost cost him. He got back ahead of Dwane there to lead from lap seven of 11, with Dwane becoming ever more erratic as he dropped to fifth, while Kingsbury salvaged second after dipping to eighth on the opening tour.

Luke Rosewell scored his maiden tin-top victory in the Type R Trophy, with Adam Shepherd's second-placed car becoming ever more ill-handling. The second race was a happier one for Shepherd, with victory sealing the championship.

A thrilling final four Sports Specials rounds are in prospect, with the top three in the standings separated by only two points. Top class runners Anton Landon and reigning champion Andy Hiley took a win apiece in their Cyana and Chronos respectively, to edge marginally ahead of class B man Warren Vessey, who took a fifth and second in his Fisher Fury. Andrew Grant's Caterham and Brendan Dudley's Procomp topped the second division.

James Harridge edged further ahead in the Formula Vee title race with a couple of victories. Championship rivals Danny Hands and Craig Pollard homed in on the Maverick in the first race but Hands' AHS retired from the second contest, while Pollard was penalised for ignoring a mechanical warning flag for his smoky GAC. The addition of 5s to his time meant

that he was classified behind Harridge, who had a 10s start penalty of his own.

Locost championship pacesetters Martin West and Andrew Tait moved further clear of their rivals with a win apiece, the former surging from row five to do so.

IAN SOWMAN

WEEKEND WINNERS

750 FORMULA
Races 1 & 2 Peter Bove (Darvi 88P)

HISTORIC 750 FORMULA
Race 1 Richard Prior (JGS III)
Race 2 Martin Depper (Centaur Mk14)

CLIO 182
Races 1 & 2 Jack Dwane
Race 3 Josh Larkin

TYPE R TROPHY
Race 1 Luke Rosewell
Race 2 Adam Shepherd

SPORTS SPECIALS
Race 1 Anton Landon (Cyana Mk2)
Race 2 Andy Hiley (Chronos HR1S)

FORMULA VEE
Races 1 & 2 James Harridge (Maverick)

LOCOST
Race 1 Martin West
Race 2 Andrew Tait

116 TROPHY
Sam Carrington Yates

ARMED FORCES RACE CHALLENGE
Race 1 Mark Inman (Caterham SigMax)
Race 2 David Shead (BMW 318 Compact)

MX-5 CUP
Races 1 & 3 Ben Short
Race 2 Mike Comber

SPORTS 1000
Races 1 & 2 Ryan Yarrow (Spire GT3S)

For full results visit: 750mc.co.uk

Dwane (l) and Kingsbury were in the thick of the Clio action





Owens was a shining light at Brands, having thrilling fight with Jordan and Smith

Double win for Owens after Mini thrills and spills

BRANDS HATCH
MSVR MINI FESTIVAL
21-22 AUGUST

Mixed weather failed to dampen the enthusiasm of drivers and spectators alike at Brands Hatch as the Mini Festival made a welcome return following a year's hiatus due to the coronavirus pandemic.

Two typically thrilling Mini Miglia encounters were among the highlights of the event. Former champion Endaf Owens won both races, but not before indulging in a fabulous three-way lead tussle with defending champion Aaron Smith and current leader Andrew Jordan in race one.

After a restart was called following a first-lap incident, Jordan powered into the lead from the outside of the front row to head Smith and Owens into Paddock before, a lap later, Owens relegated Smith to third. An audacious move for the lead around the outside of Paddock on lap six failed to come off for Owens and would

drop him back behind Smith, but the duo never allowed 2013 British Touring Car champion Jordan any relaxation.

After getting back ahead of Smith, Owens finally passed Jordan for the lead at Paddock on lap 12 of 19, with Smith following by on the run into Druids. All eyes continued to focus on the battle as the race neared its climax. Jordan got back ahead of Smith at Surtees on lap 15, but he was unable to deny Owens the win after a memorable contest.

Owens made light work of his fourth-row grid spot in race two, powering into the lead by Druids on the opening lap and never being headed thereafter. Behind, title rivals Jordan and Smith entertained with another exciting battle for second. Jordan held the advantage initially, but Smith was able to muscle his way ahead. Jordan pressured hard to the flag, but Smith held on.

Jordan's former BTCC team-mate Jeff Smith cantered to a dominant win from pole in a dry Mini Se7en opener, strengthening his hopes of a third

successive title. Former category champion Jonathan Lewis saw off the challenge of Nick Croydon-Fowler and Connor O'Brien to claim the runner-up spot.

Race two included plenty of drama. After S Class runner Arnold Duncan spun and was collected by the unfortunate Damien Harrington at Clearways, the race was stopped. A heavy shower at the restart made track conditions treacherous and Lewis and Smith were both caught out, understeering off at Clearways. Croydon-Fowler came through to win on the road after passing both Joe Thompson and Mike Jordan on the last lap, but a penalty for a yellow flag infringement relegated him to sixth.

Smith was able to survive a lurid sideways moment at Clearways on the opening lap of the first Pre-'66 Mini race to claim third behind Joel Wren and the victorious Ian Curley. Miglia double winner Owens won race two from Smith, as Curley came out on top in a tight battle with Wren over third.

The prize of 'Fastest Mini in the World' was claimed by Harvey Death in his V8-powered Austin Mini Cooper S after two dominant drives. Bill Richards claimed second in his Maguire Clubman in race one, while Fabio Luffarelli (Classic Saloon) was runner-up in the second event.

Aside from the host of Mini races, other MotorSport Vision categories were in action and were also affected by the unpredictable weather. Rain at the start of the opening Champion of Brands contest caused both front-row starters Max Esterson (Low Dempsey Racing Ray GR18) and Alex Walker (Kevin Mills Racing Spectrum 011c) to spin off at Paddock in separate incidents.

Their misfortune allowed Oliver White to take victory in his Medina Sport JL17,



Death's V8-powered Cooper S (left) won Fastest Mini in the World crown

WEEKEND WINNERS

MINI MIGLIA

Races 1 & 2 Endaf Owens

MINI SE7EN

Race 1 Jeff Smith
Race 2 Joe Thompson

PRE-'66 MINIS

Race 1 Ian Curley
Race 2 Endaf Owens

FASTEST MINI IN THE WORLD

Races 1 & 2 Harvey Death (Austin Mini Cooper S V8)

CHAMPION OF BRANDS

Races 1 & 2 Oliver White
(Medina Sport JL17, below)

PRODUCTION GTI

Race 1 Simon Hill
Race 2 Simon Vercoe

F3 CUP

Races 1 & 3 Stefano Leaney (Dallara F317)
Race 2 George Line (Dallara F308)

MIGHTY MINIS/SUPER MIGHTY MINIS

Race 1 Bobby Thompson (Super)
Race 2 Neven Kirkpatrick (Super)

Z CARS & NEW GENERATION PRODUCTION BMW

Races 1 & 2 Chris Murphy (Z4)

RACING SALOONS & PRODUCTION BMW

Races 1 & 2 Nicholas Bosch (SEAT Sport Leon)

For full results visit: tsl-timing.com

having got ahead of both Esterson's team-mate Colin Queen and Walker's fellow KMR driver Thomas Mills at Clearways on the penultimate lap. White won race two from Mills, as Esterson charged through from the back of the grid to claim third.

Simon Hill and Simon Vercoe shared the spoils in two sodden Production GTI races, as reigning champion Martyn Walsh endured a troubled weekend that included a race-stopping shunt in the second encounter as track conditions worsened.

Stefano Leaney was denied a clean sweep of F3 Cup victories in his Dallara F317 after excessive track limits offences in race two earned him a post-race time penalty. George Line, champion in the category in 2016, was the grateful beneficiary in his Dallara F308.

MARK LIBBETER

THOMPSON'S RECOVERY CONTINUES WITH MINI RETURN TO RACING



A walk into the outer paddock at Brands Hatch last weekend revealed a growing list of former British Touring Car Championship stars who are fond of racing Minis.

In Mini Miglia, 2013 BTCC champion Andrew Jordan headed into the Mini Festival weekend leading the standings, while his former Eurotech team-mate Jeff Smith is achieving the same feat in the Mini Se7en category as he chases a third successive title. Additionally, Andrew's father and BTCC race winner Mike has recently joined the Se7ens grid and Ian Curley remains a key player in the Pre-'66 Mini ranks following a brief sojourn with the BTCC in 2005.

Last weekend, Bobby Thompson became the latest BTCC star to take part in a Mini race as he continued his rehabilitation from concussion sustained in a barrel roll he suffered at Croft last year that ended his BTCC season prematurely.

Making his first competitive track appearance since last October, Thompson took part in the Super Mighty Minis double-header and was instantly back on the pace, taking pole position for the opening race and enjoying himself in the process.

"I think, if you talk to all the touring car boys here, they will tell you racing a

Mini is a lot of fun," Thompson said. "With the car being front-wheel drive and having less power than a touring car, the physical aspect of driving a Mini is not a problem for me. It's something I am used to."

Despite the enforced layoff, the 2017 VW Racing Cup champion has still been busy in recent months as he prepares for a return to the BTCC next year.

"I was back to work within three months of the crash and have been in a racing car most of the time since, either in a Ginetta or a Radical, in track and coaching days," he added. "The doctors have been keeping an eye on my progress and have been happy with the way things are going, so I'm ready to return to the BTCC in 2022."

After claiming pole for the opening race of the weekend, Thompson admitted his aim was "to go for a double win". But a slow start to race one dropped him to third behind reigning champion Ian Slark and Steve Rideout. However, by Surtees, Thompson had regained the lead and went on to claim victory in a race that was stopped prematurely. Slark held on to second after Rideout spun onto the grass exiting McLaren, while Neven Kirkpatrick charged through to third after starting 13th.

The reversed-grid rules meant Thompson had to start sixth in race two, but he was among the leading group when he pulled off along the Cooper Straight with a broken driveshaft. Kirkpatrick claimed the spoils after beating Slark in the drag to the line by just 0.138 seconds.

Despite the race-two frustration, Thompson admitted he enjoyed the weekend and the race may "even encourage his father [Paul] to dust off his overalls and go racing again".

MARK LIBBETER



Superb racing at a Vintage Mallory event

MALLORY PARK
VSCC
22 AUGUST

From a powerful and photogenic lead duel in the Alvis centenary opener to a surprise winner and scintillating third-place battle in the horribly wet Boulogne Trophy race – the Vintage Sports-Car Club's 2021 circuit season closer – Sunday's Mallory Park event showcased the spirit of the club's offering superbly.

A subdued Mallory was the VSCC's COVID-torn 2020 season, but an air of optimism pervaded the lakeside paddock this time as it filled with everything from spindly cyclecars to thudding leviathans. Thirty years after the club's inaugural visit, the event was back on full song, evidenced by strong grids across an 11-race card.

One hundred years after the now fabled marque's name refocused TG John's engineering company in Coventry, Alvis stalwarts chatted with spectators on a sunny grid walkabout prior to their celebration. Alex Simpson's Goodwin Special and Rod Jolley's Giron Alvis formed an imposing front row in a field that included Antony Powys-Lybbe's period 12/60 Brooklands racer, with Tom Hardman up.

The mighty monopostos made the running. After a cautious start, Jolley sizzled past Simpson into the Esses, but Alex retaliated when Rod ran wide at Shaw's hairpin. A stout tussle ensued before the Giron – like German Rudi Friedrichs' rapid Firefly – got hot and retired. Julian Grimwade (Alvis-engined



Simpson's Goodwin Special had good fight with Jolley in Alvis centenary race

Frazer Nash Norris Special) and William Irving (Silver Eagle) chased Simpson home.

Christopher Batty's magnificent Locomobile and William Twelvetrees (Buick D45) led much of the Edwardian Handicap, but Andrew Howe-Davies trumped the Americana, surging his SCAT through to a 0.11-second victory over Jeremy Flann's Curtiss Le Zebre, with Twelvetrees third. Earlier, Mike James dug deep in his Riley to beat Dougal Cawley (GN Piglet) in the VSCC Specials race.

Trick tricyclist Sandford Andrews' superb Boulogne Trophy win in Stuart Harper's Morgan Aero was a talking point, beating the deftest of drifters Patrick Blakeney-Edwards (FN Super Sports) by 20s says it all! But the race-long GN scrap for third between Justin Maeers (Parker Special) and James Edwards (Spider) will be talked about for years.

To satisfy demand, two Owner-Driver-Mechanic grids allowed 'slower' cars their own glory. Barry Foster, 76, in the diminutive MG Montlhery he has raced since 1980, was a popular winner of this one having shaken off Tim Sharp (PB). "That was great fun – a couple of times I came upon three skyscrapers and wondered if their drivers had seen me," said Foster.

Morgan Aero ace Sue Derbyshire led the 'fast' race until she pitted with black smoke issuing from its exhaust. Adam Moody (Riley 12/4 TT Sprite) was also disappointed. Until steam began to blow from his radiator, he squabbled with Max Sowerby, whose gruff Talbot Lago narrowly outgunned Iain Stewart's Morgan to the line.

Having modified the silencer that stifled his Cooper T53's 2.5-litre Climax FPF engine in qualifying – "it wouldn't pull over 3500rpm" – Will Nuthall won



Foster's MG was a popular winner in 'slower' half of Owner-Driver-Mechanic double-header

WEEKEND WINNERS

ALVIS CENTENARY RACE

Alex Simpson (Goodwin Special)

EDWARDIAN HANDICAP

Andrew Howe-Davies (SCAT Racer)

MALLORY PARK TROPHY

Mike James (Riley 12/4 TT Sprite Replica)

BOULOGNE TROPHY

Sandford Andrews (Morgan Aero)

DRIVERS' DRIVER MECHANIC SERIES

Race 1 Barry Foster (MG Montlhery)

Race 2 Max Sowerby (Talbot Lago T120)

BOB GERARD MEMORIAL TROPHY

Will Nuthall (Cooper-Climax T53)

ALLCOMERS' HANDICAP

Patrick Blakeney-Edwards
(Frazer Nash Super Sports)

VSCC YOUNG MEMBERS' HANDICAP

Harry Painter (MG PA)

BURGHLEY TROPHY HANDICAP

Simon Jackson (MG PB)

FRONT-ENGINED FORMULA JUNIOR

Andrew Hibberd (Lola-Ford Mk2)

For full results visit: theresultslive.co.uk

the Bob Gerard Memorial Pre-'65 racing cars showpiece from the back. Runaway early leader Mark Daniell (ex-Alec Milden Cooper T45) spun at Gerards but recovered quickly. A huge moment at the hairpin dropped him behind the T53s of buddies and team-mates Justin Maeers and Charlie Martin (in Paul Waine's car), running wheel-to-wheel as if Jack Brabham and Bruce McLaren in 1960. Daniell made it back to second ahead of Martin, Maeers' driveshaft having snapped on the last lap.

Pat Blakeney-Edwards jostled his Frazer-Nash to allcomers' handicap victory. Harry Painter (MG PA) towed brother James (MG Kayne) through the Under 30s' field, in which they sandwiched long-time leader Henry Lees (Austin 7 Ulster TT) at the chequer. The versatile Simon Jackson in his blown MG PB hounded down the determined Wilf Cawley (A7 Special) and sizzled past last time down the Stebbe Straight for a soggy Burghley Trophy win.

Andrew Hibberd won the annual John Taylor Memorial Formula Junior race, pursued initially by Nick Taylor (Elva-BMC 100), then Iain Rowley. The latter's Lola 1-2 aspirations were torpedoed when he arrived at the hairpin on the penultimate lap with only one rear brake, a wheel cylinder having exploded, handing Taylor the place back.

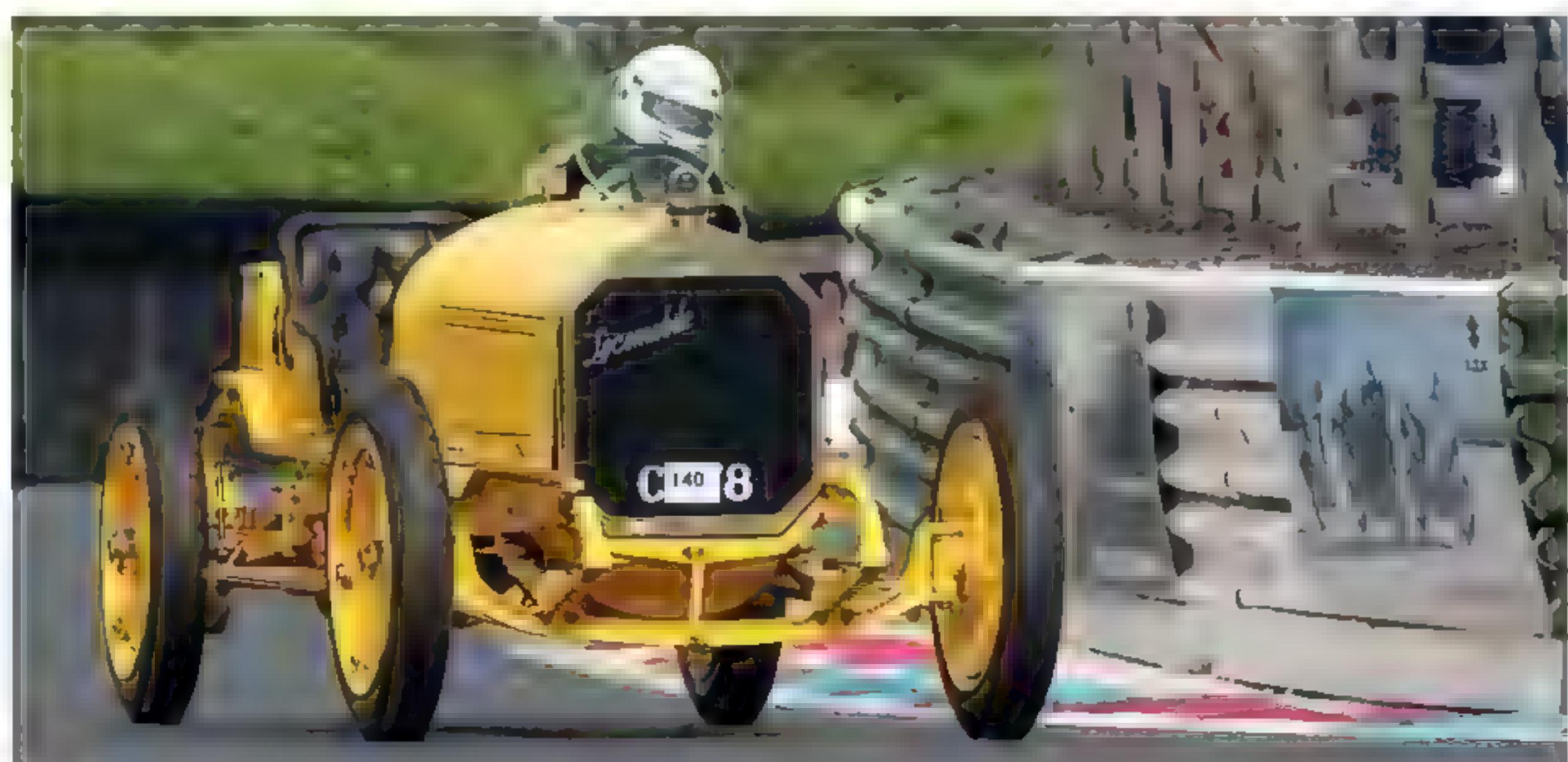
MARCUS PYE



GIRON ALVIS BACK Built in the late 1970s by coachbuilder extraordinaire Rod Jolley, the Giron Alvis – named for engineer Louis Giron, who specced it but died shortly after its shakedown – had been dormant for 25 years and arrived untested. Powered by a supercharged 4.3-litre Alvis Speed 20 engine, it kept Jolley busy at Mallory on old tyres. In the 1980s, he broke Gurston Down's Vintage hillclimb record with a sub-40-second run. "I sprayed gravel when I didn't lift for Ashes," he grinned.



SPIDER ON THE PROWL The racing history of Basil Davenport's 1923 GN Spider was doubled by a sensational track return with new custodian James Edwards. VSCC sages recall Spider being raced only once previously, by Davenport's mechanic Ron Sant in 1970. Edwards' fourth in the Boulogne Trophy, 0.6 seconds behind Justin Maeers' GN Parker after a duel in evil conditions, was drive of the day. "Its traction is incredible," said Edwards after what Maeers described as "a hilarious battle".



GOING LOCO AT 104 Founded in 1899, American manufacturer Locomobile turned its back on cheap steam cars to craft some of the world's most luxurious automobiles at a state-of-the-art factory in Bridgeport, Connecticut. Chris Batty's 1917 model 38, with its 429 cubic inch (7000cc) straight-six side-valve engine, had been in museums in the USA and Australia since 1948 when he bought it. Fastidiously rebuilt over four years, it made its circuit debut in the Edwardian race, finishing eighth.

Jenkins, Gibson and Newell split Truck wins as Smith suffers

DONINGTON PARK
BARC
21-22 AUGUST

There were three different winners in the British Truck Racing Championship at Donington Park last weekend, but none of them were multiple champion Ryan Smith, as others had a chance to shine.

David Jenkins got the better of Martin Gibson into Redgate at the start of the opener, leaving Gibson to duel with John Newell for second. But Newell later lost a belt and pulled off at McLeans, leaving Gibson to reduce Jenkins' winning margin to just under a second, with Smith a distant third.

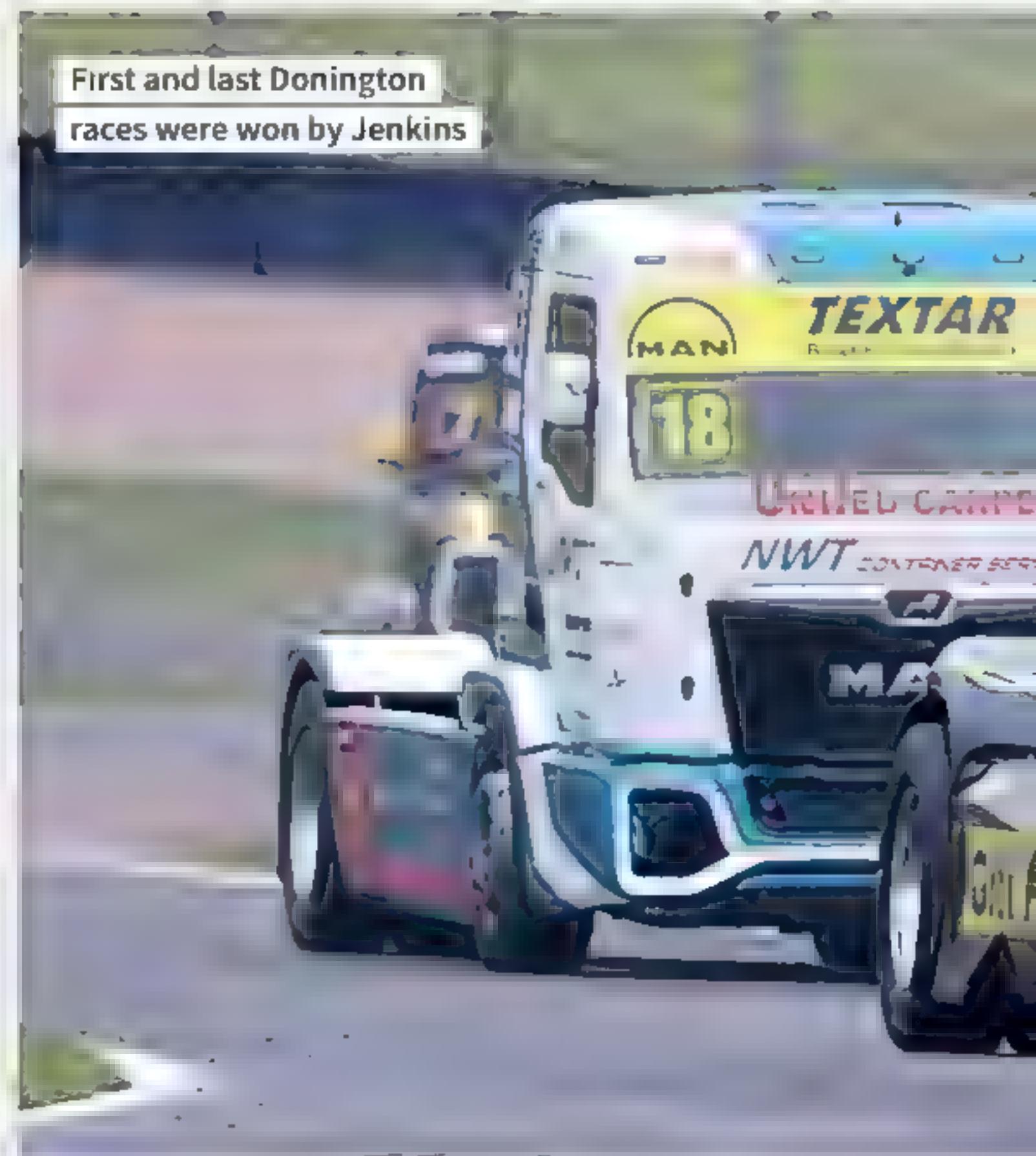


Smith pulled out a good early lead in the second race, with Gibson demoting Mark Taylor from second on lap three, but fuel starvation began to slow Smith and Gibson reeled him in. Gibson had just gone ahead when Smith pulled off and the race was red-flagged. Taylor was therefore declared second behind Gibson, with Steve Thomas third.

Newell was a lights-to-flag winner in race three, from Jonathan Willis and Jenkins, before Smith lost another comfortable lead in race four, this time to engine problems, which left him parked at Coppice after nine laps. That meant another red flag, with Gibson the victor from Newell and Jenkins. Jenkins then claimed his second win, with a comfortable triumph over Gibson and Taylor in the fifth and final race.

It was any one from three into the chicane on the final lap of the first Pickup Truck race, but Paul Tompkins came out on top after Michael Smith spun. George Turiccki and Dean Tompkins completed the podium, with all three covered by only 0.392 seconds. Matt Simpson was a dominant race-two winner, with Turiccki second. Dean Tompkins was third, after his father Paul spun at the chicane.

It was another double win for Paul Rose's Saker in the CNC Heads Sports



and Saloons. He stormed past Jon Woolfitt's Spire on the Exhibition Centre Straight to lead the first race from lap two, with fellow Saker driver Steve Harris securing second five laps later. Woolfitt retained third, with Paul Dobson's Locost a distant fourth.

Rose led out of McLeans on the opening lap of race two and, despite a late spin in the wet at Redgate, retained a comfortable advantage over Woolfitt, with the following Dobson and Harris a lap down.

Championship leader Miles Rudman won all but one of the six Legends races. He set

Baker and Clarke battle the elements for double

SILVERSTONE
BARC
21-22 AUGUST

Come rain or shine – and there was plenty of both last weekend – the wide track and long straights of Silverstone's National Circuit provide the perfect setting for multi-class endurance racing. It's a 'leveller' for those of similar pace, creating tight battles through the grid, yet its hard-braking corners also offer perfect passing opportunities.



The Britcar Trophy category headed the bill on Saturday, experiencing this all first-hand. Aimed at production-based cars, many from one-make championships, the line-up featured BMWs joined by Ginettas, Renault Clios, VWs and others. Championship leaders Simon Baker and Kevin Clarke (in their BMW 1 Series) claimed pole but with rain, wind and dry spells to contend with, work on the track had to be matched by set-ups off it.

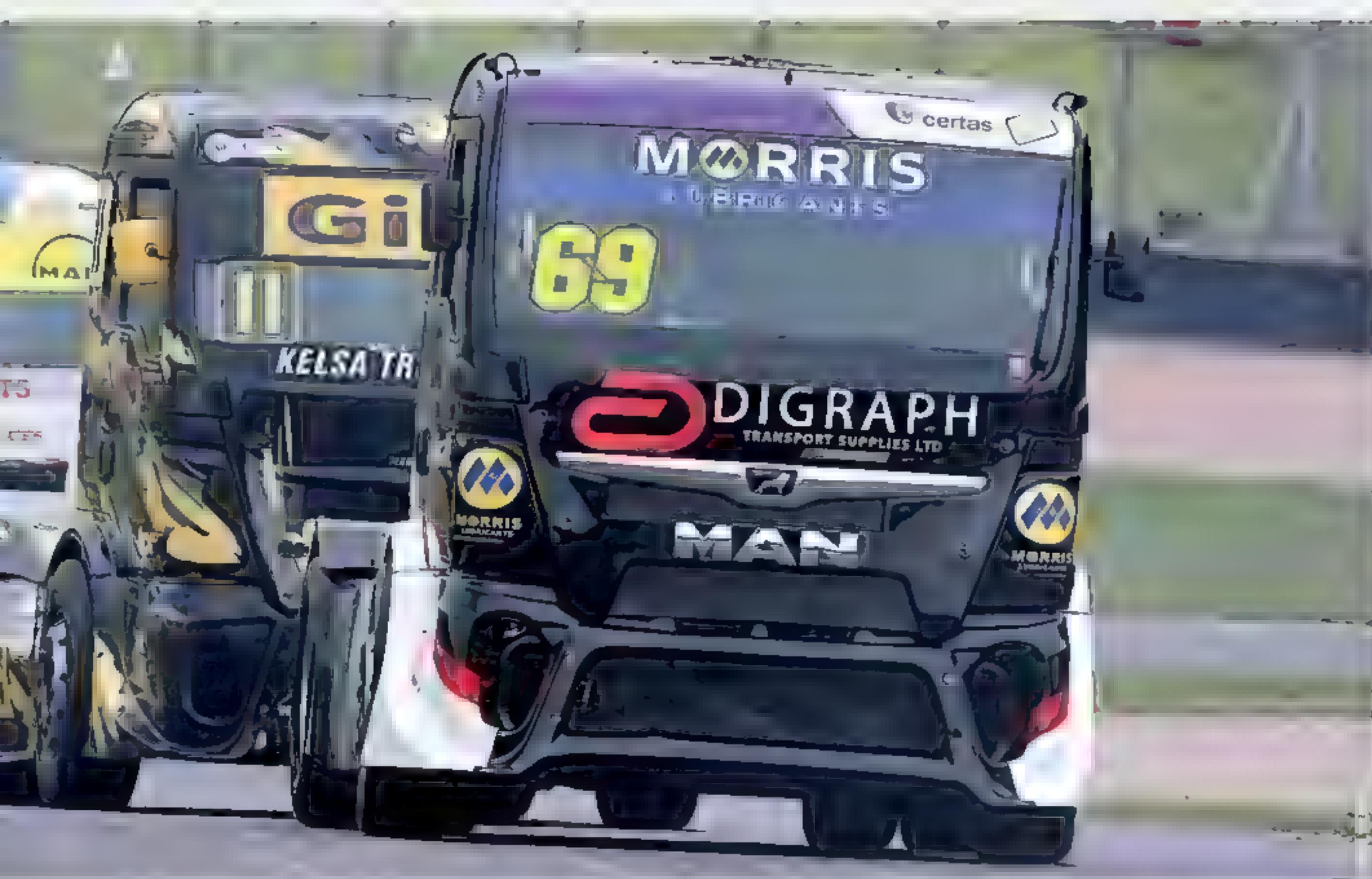
Baker got away well in the first stint of the opener but, as track conditions

changed, the Ginettas of Mark Lee and Axel van Nederveen began to hunt him down. Positions were traded as they raced through backmarkers, then it was Baker who found himself under attack.

Further down the order, Lucky Khera – who had struggled at the start – pitted early and made the necessary adjustments to transform his borrowed BMW and was on a charge. Baker handed over to Clarke, leaving the Ginettas to continue in battle before making their mandatory stops.

Delays for each would prove costly, though, as Khera had moved into second while Clarke grew his lead. Both Ginettas tried to make up time but the gap was too big, leaving Lee to nurse his G56 home for the final podium place.

The day's second outing was simply a drenching. Torrents of water flooded the track, and the race was shortened due to Silverstone's curfew. Clarke got off the line well but so did Khera and they were soon nose-to-tail. With Khera too close for comfort, Clarke – wise to the possibility of contact – allowed an easy pass,



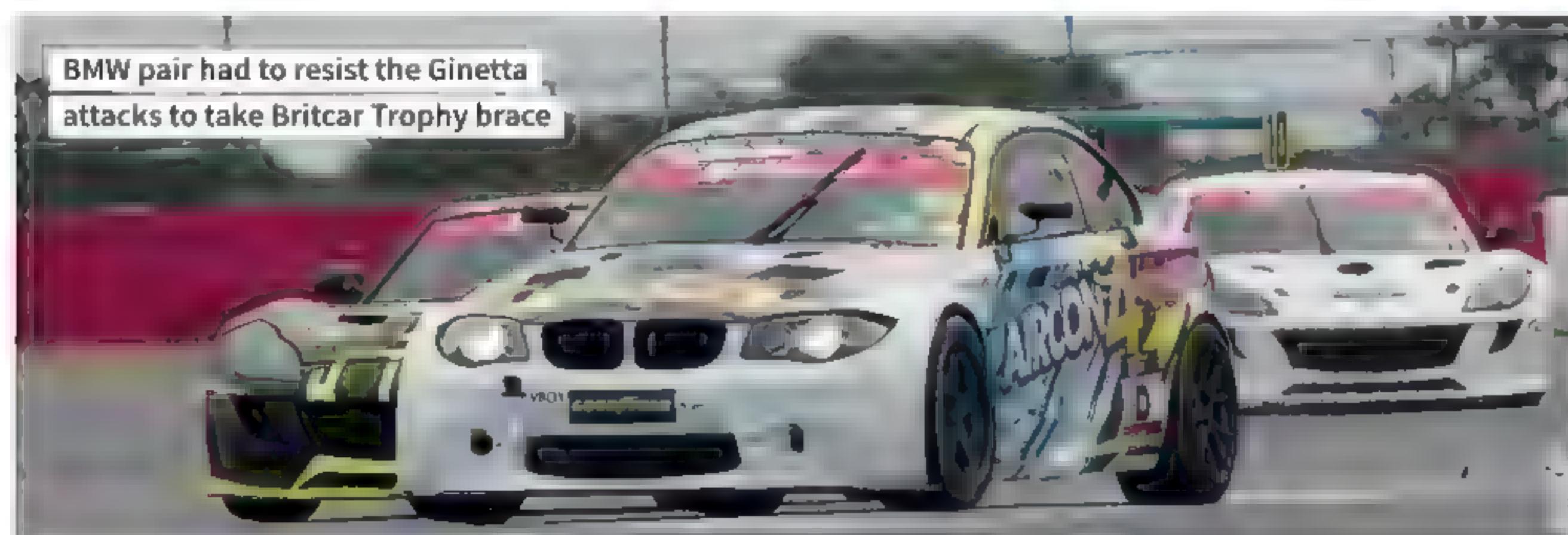
the tone for the weekend by leading from lap two of the first race, leaving Will Gibson to head home the chasing pack. Race two was much closer, with Rudman again ahead from lap two, but closed on at the end by Sean Smith after he ousted Andy Bird, Jack Parker and Marcus Pett. Parker and Rudman then broke from a five-car pack in race three, but Parker's start penalty left Rudman a clear winner, with John Mickel just holding off Smith for second.

Rudman's only defeat came in race four when Parker was victorious from Chris

Needham after a race-long scrap. But Rudman was back to winning ways in race five, narrowly edging Gibson in heavy rain and a red flag-shortened duel, before win number five was the most dominant for Rudman to round off the event.

CSC Racing's Patrick Scharfegger/Simon Kilham claimed a late win in the two-and-a-half-hour Citroen C1 race, when leader Sandy McEwen spun at the Craner Curves nine laps from home.

PETER SCHERER



then piled on the pressure.

The tactic worked as Khera locked up at Brooklands and slid into the gravel. The safety car was called, causing a stampede past the Clubhouse as the pit window opened but, in the hurry to rejoin the fray, some stops were either short or the red pitlane exit light was missed. After penalties had been applied, Baker and Clarke emerged with win number two, 22 seconds clear of Terry Stephens' Peugeot 308.

The intensity of the rain had earlier resulted in a number of races being contested by just a handful of cars, as driver after driver withdrew. Nevertheless, marshals, recovery crews and medics stayed on post, soaking wet but ready when needed

— another reminder of how motorsport simply cannot function without them.

James Card was both villain and hero in the Kumho BMW double-header. He made contact with Brad Sheehan at the start of race one, breaking his opponent's suspension and sending Card backwards through Copse, front-row starter Michael Vitulli taking the spoils. Card then delivered a masterclass in race two, racing from 12th to secure a well-deserved win.

The Junior Saloon Car Championship had a bumper entry of 30 cars, its best yet. But, despite the increased numbers, it was regular pacesetter Charlie Hand who won all three races.

STEVE HINDLE

WEEKEND WINNERS

DONINGTON PARK

BRITISH TRUCK RACING

Races 1 & 5 David Jenkins (MAN TGX)

Races 2 & 4 Martin Gibson (MAN TGX)

Race 3 John Newell (MAN TGS)

PICKUP TRUCKS

Race 1 Paul Tompkins

Race 2 Matt Simpson

CNC HEADS SPORTS & SALOONS

Races 1 & 2 Paul Rose (Saker RAPX S1-500)

LEGENDS

Races 1, 2, 3, 5 & 6 Miles Rudman

Race 4 Jack Parker

C1 RACE SERIES

CSC Racing (Patrick Scharfegger/Simon Kilham)

CATERHAM GRADUATES SIGMA 120

Race 1 David Read

Race 2 Ben Buckley

CATERHAM GRADUATES SIGMAX/SIGMA 150

Race 1 Stephen Clark (SigMax)

Race 2 Harry Senior (SigMax)

SILVERSTONE

BRITCAR TROPHY

Races 1 & 2 Simon Baker & Kevin Clarke (BMW 1 Series)

KUMHO BMW

Race 1 Michael Vitulli (E46 M3)

Race 2 James Card (E46 M3)

JUNIOR SALOON CARS

Races 1, 2 & 3 Charlie Hand (below)

MG OWNERS' CLUB

Races 1 & 2 Steve McDermid (ZR 170)

HYUNDAI COUPE CUP

Mark Jones

SUPER SALOONS & SOUTHERN TIN TOPS

Race 1 Alex Sidwell (Holden Commodore)

Race 2 Steve Dann (VW Scirocco)

INTERMARQUE SILHOUETTES

Race 1 Malcolm Blackman (Vauxhall Tigra)

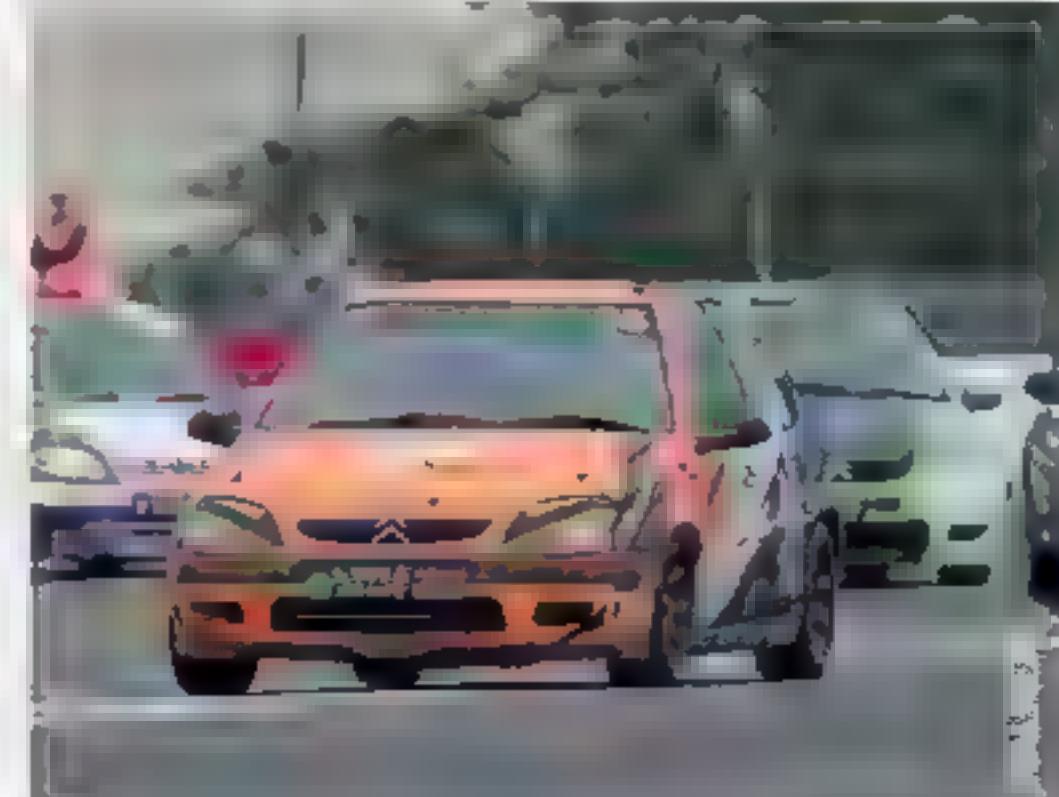
Race 2 Ray Harris (Ginetta G40r)

BRITISH SUPERKART RACING CLUB

SUPER SERIES

Races 1, 2 & 4 Liam Morley (Anderson/VM)

Race 3 Lee Plain (Anderson/DEA)



For full results visit: tsi-timing.com



F1000: THE REAWAKENING OF THE JEDI BATTLES

This year marks the 25th anniversary of the F1000 Championship's creation.

In that time, it has endured mixed fortunes but it's now thriving and proving to be a force once again

STEPHEN LICKORISH

ALL PHOTOGRAPHY NEIL BROWNLEE

It is somewhat fitting that the cars in the F1000 Championship are called Jedi. The category is celebrating its 25th anniversary this year and yet organisers have had to display some warrior-like resilience to enable the series to survive throughout that period – and now it is thriving once more.

Championship manager Frazer Corbyn describes F1000 as now being “the best it’s ever been”, but it has taken a lot of hard work for the category to be a major force once again. Back when it launched in 1997, the British Racing and Sports Car Club-administered division was known as Formula 600, with the nimble slicks-and-wings Jedi mated with a 600cc motorbike engine. It proved a hit and future British Touring Car racers Mat Jackson and Tony Gilham were among the early recruits. A class for the faster 1000cc engine was later introduced and it was not long before this became the motor of choice. Throughout this time, the long-standing ethos of offering competitive single-seater racing at an affordable price remained. And yet the financial crash of 2008 brought momentum to a clattering halt.

“When the credit crunch happened, our grid disintegrated in

quite a short time,” says Corbyn. For almost 10 years, the series continued but struggled to attract healthy entry numbers. And then, in 2016, came the moment Corbyn feels was the deepest low. He recalls that year’s Donington Park round where Formula Jedi – as the series was then called – attracted just nine cars. That led to a period of reflection about the category’s future, Corbyn wary that he “didn’t want to flog a dead horse”.

But there was still plenty of life in these steeds. Corbyn decided that, instead of giving up on the series, it was time for a reset and fundamental changes were made. First up was the name. “We needed to do something to try and get out of this rut,” says Corbyn. “One of the key changes was I wanted to rebrand it. Jedi is the name of the car but, for the championship, Formula Jedi was too gimmicky in the name. In 2017, we took that leap and rebranded it.”

With a nod to its F600 origins, F1000 was chosen – which better reflected what the series is all about. But the changes ran far deeper than just a name. “At that point, one of our drivers worked at Facebook and they helped getting the reach and name out there,” continues Corbyn. “More people were getting involved on social media.”



Around this time, Sarah Fraser also joined the organising team, bringing in a fresh set of skills and taking on race weekend coordination as well as developing an attractive prize programme – including prize draws and numerous awards, such as for ‘driver of the meeting’. And, then to complete the set of alterations, F1000 found a new home for 2019.

Ever since its F600 origins, the championship had been part of the BRSCC’s portfolio but it was time for this to be reassessed, too. The decision was taken to join the 750 Motor Club’s stable, an organiser with a reputation for providing low-cost racing and that already had other bike-engined classes, such as Bikesports and Sports 1000, as part of its events.

“The 750MC and Giles [Groombridge, the club’s competitions manager] offered us a good package and that change happened very quickly,” says Corbyn. “When we moved, we had an influx from 750MC members. Suddenly the second-hand cars got bought up. Teams who had been with 750MC for years wanted to run F1000 cars. It was great because people wanted to get on board with that.”

One such 750MC member to join the series was 2016 Sport Specials champion Matthew Booth. He was looking for a new challenge for 2019 and, having long since admired the classic shape of the Jedi single-seater, made the move.

“I’ve always been a fan of F1000 since I was a kid,” says Booth. “I was going through my wardrobe and found some drawings I did when I was younger with the number I started karting with on an F1000 car, so I’ve always been a fan.”

“I’d been doing Sport Specials for a while and wanted a bit of a change. We were looking at Bikesports or RGB and then I heard F1000 was moving to 750MC so I thought perfect timing! I went >>

“WHEN WE MOVED, WE HAD AN INFLUX FROM 750MC MEMBERS. SUDDENLY CARS GOT BOUGHT UP”





down to KartMania, spoke to Frazer and asked people what they thought of it and a week later we'd gone and bought a car. As we found they were coming to 750MC, we thought 'let's go for it'."

Booth did not look back from there, taking two podiums on his debut weekend and going on to win the championship as a privateer entry, his car being run by him and his father.

Booth's instant success mirrored the fortunes of the championship itself as the raft of changes quickly led to results. Entries for the first event of the 2019 season were up 50% on the previous year's season-opener and have continued to climb ever since – now regularly reaching the mid-20s. "To be able to build this back up again is quite rewarding," says Corbyn. "We've got a great mix of drivers, we've got guys and girls straight from karting, seasoned club racers, enthusiast racers and novices. It seems to work and it's a supportive paddock."

One of those karting graduates is 18-year-old Billy Styles, the Motorsport UK Enhanced DiSE student joining the series last year for his car racing debut. "I hadn't been karting competitively for a few years and was looking to get back into a form of motorsport and someone I knew was interested in doing F1000 and it seemed like a good, competitive championship," he says. "I'm glad I went for it because it's been brilliant!"

"As the first step, it's a great way to get into single-seater racing.

It's more accessible – the grid this year is about 25 cars, which is massive, so that helps with the competitive side of it. You've always got someone to compete with and it's easier to learn when you're racing other people because you can see what they're doing.

"It's also a sequential gearbox and the skills you learn from driving a car like that you can take with you into other forms of racing. Anyone I know from karting, if they're looking to move into cars, I would always say to them to do the F1000 Championship."

For the series to attract such a diverse range of drivers – from teenagers taking their first steps in cars, to drivers who have been competing in the category for years – the car must also be right. And the Jedi is a little bit special. Corbyn's father John has been producing the single-seaters for over 35 years and the steel spaceframe cars are among the quickest cars in club competition. A glance at Autosport's annual 'fastest racing laps of the year' feature regularly reveals pacesetting Jedi times – and the cars were the quickest machinery at three circuits in 2019 alone.

Paul Butcher has raced Jedis for almost 20 years after graduating from a Caterham and is yet to find a more appealing alternative. "I've occasionally looked around at what else is out there but you would spend more money to go slower," he says. "It's really fast and high performance but also forgiving and relatively benign if you go over the limits."



Booth was one of the 750MC drivers to join when series swapped clubs



Butcher has raced Jedis for nearly 20 years, and says nothing can match the car's speed and affordability

Booth agrees: "It's brilliant – it's a very nimble car. Once you're in it and driving it smoothly, with those big slick tyres and wings, which provide quite a bit of downforce, it sticks to the road. It's nice to work on and people can run it themselves and be competitive. When we're testing with F3 cars or F4 cars [also on track] and their engine covers are off, it just looks so complex and you need a team of people to run it."

And Styles describes the car as being "unbelievably quick" for its small size. "The feeling when you come off the line is brilliant because it absolutely takes off!" he says. "The first corner at Silverstone is just great and you can feel it pulling you in. You feel comfortable going round that corner as fast as you can – you feel completely in control."

But the speed, affordability – Corbyn estimates it costs from just £10,000 for a season running the car yourself, or from £20,000 with a full arrive-and-drive package – and simplicity of the car are far from the only reasons why the series attracts drivers back year after year. Also playing a part is a stable ruleset. Butcher describes an "arms race" when he first joined the series as the bike engine manufacturers continually brought out new motors, but the regulations now specify which powerplants can be used to negate the need for the latest version.

"We don't bring a raft of updates out every year that people

"THERE'S A GROUP OF COMPETITIVE DRIVERS PUSHING EACH OTHER – IT MAKES A WIN REALLY MATTER"

have got to have, it's about keeping the rules stable so people know what they're getting," explains Corbyn. "When people buy a new or second-hand car, it protects that investment because it's still going to be relevant. We have to look after the drivers on the grid and, if I was to say that next year everyone's got to have five grand's worth of new parts, you're going to alienate a section of the grid. It's about keeping it stable and solid so people know the score."

Clearly keeping the drivers happy is at the forefront of organisers' minds and that also extends to creating a friendly atmosphere within the paddock. "There are a lot of series where people disappear into their motorhomes after a race and that's not what F1000 is like at all," says Butcher. "If someone has a problem, the paddock will rally around and help them. At the end of a race, when we do our presentations, if someone new wins or has a particularly good weekend, there's genuine happiness."

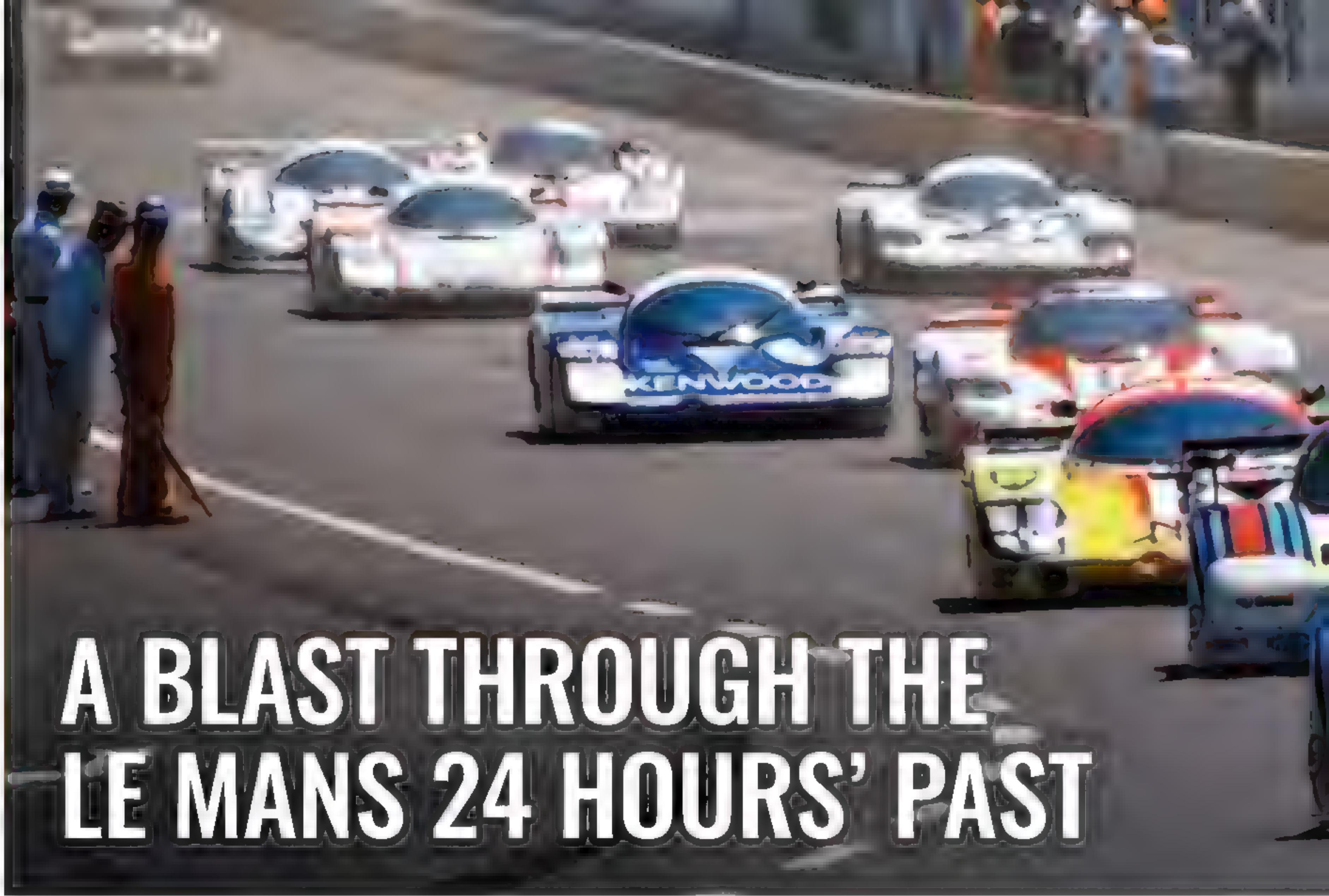
Butcher notes the example of Booth's instant success in 2019 here. In some series, when a new driver enters and is immediately putting established frontrunners in the shade, there can be animosity. But not with F1000. "All the people within the class were lovely [when he joined] and there's a great atmosphere," says Booth. "It's great to now welcome new people in and it's good to be racing with such a nice group of people – it makes the whole weekend more enjoyable. When things are too competitive, and not so nice people are about, it sours the weekend."

Similarly, poor driving standards are another area that could cause trouble – but Butcher highlights how this is not the case and that he instead enjoys F1000's competitive nature. "Pretty much all the way through, it's been a really friendly series and with really high driving standards," he says. "That means you can be reasonably confident that no one is going to do something stupid and cost you a huge amount of money. There's also a group of really fast and competitive drivers pushing each other. It makes a win really matter – you know you've earned it."

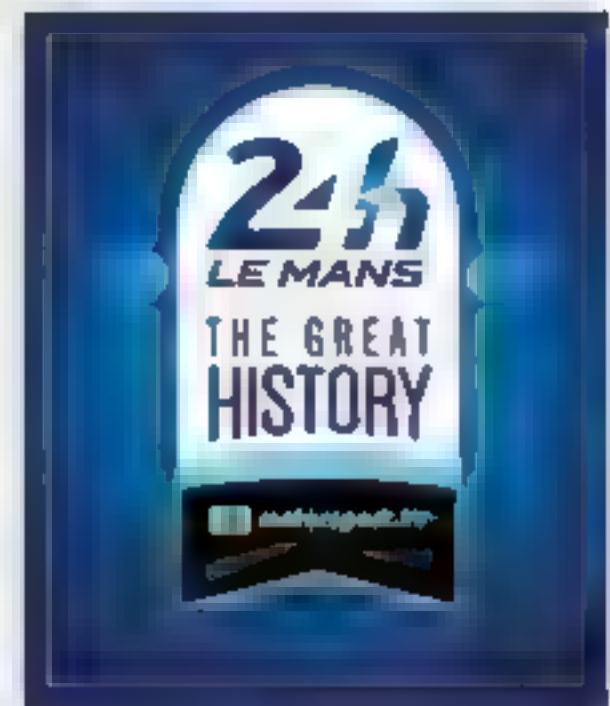
To receive such glowing reviews from drivers shows organisers are doing something right – and the packed grids with a diverse range of racers are also testament to that. It may not have always been plain sailing over the past 25 seasons, but F1000 and its Jedi battlers are a force to be reckoned with once more. **#**



Grids of over 20 cars are now regularly attracted



A BLAST THROUGH THE LE MANS 24 HOURS' PAST



TV

24 HOURS OF LE MANS: THE GREAT HISTORY

The Le Mans 24 Hours. For many it is, and always shall be, the truest test of endurance in motorsport as driver and machine battle to survive the gruelling event through

day and night, come rain or shine.

Since its inception in 1923 the French endurance classic has grown in stature, its legacy enshrined in history, and for manufacturers it has become something of a holy grail, as well as an annual pilgrimage for the thousands of fans who flock to the north of France from across the globe.

The 89th running of the event has just taken place – albeit slightly later than its customary June date – and fans were welcomed back once more after missing the 2020 race thanks to COVID-19. Even if their numbers were limited to only 50,000, it once again showcased why there's nothing quite like the atmosphere at the Circuit de la Sarthe.

Toyota took its fourth win on the bounce courtesy of Mike Conway, Kamui Kobayashi and Jose Maria Lopez, as a new era dawns with the introduction of Hypercar regulations and hopefully a resurgence in manufacturers and greater competition at the front.

For motorsport fans, a long wait now beckons until the cars return to compete in the 2022 edition, but fear not, for if it is more Le Mans 24 Hours content you're after then Motorsport.tv and Duke Video have you covered. Not quite possibly for the next 10 months, but probably not far off as there is a wealth of footage to sink your teeth into, from last year's Toyota dominance right through to Raymond Sommer and the great Tazio Nuvolari winning for Alfa Romeo in 1933 – there's something for everyone.

Witness the heartbreak of 2016, when the Toyota of Anthony Davidson, Sebastien Buemi and Kazuki Nakajima broke down while leading in the dying minutes, or Tom Kristensen – also now known as

Mr Le Mans – taking the first of his nine victories with the Joest TWR Porsche WSC95 in 1997.

If your interest lies in something a bit further back, then why not watch the Group C leviathans from 1982-1993, when the likes of Porsche and Jaguar dominated. And if it is more Porsche domination you want, enjoy almost any year from the 1970s as the German manufacturer became synonymous with the event, beginning with the fabled 917 at the start of the decade.

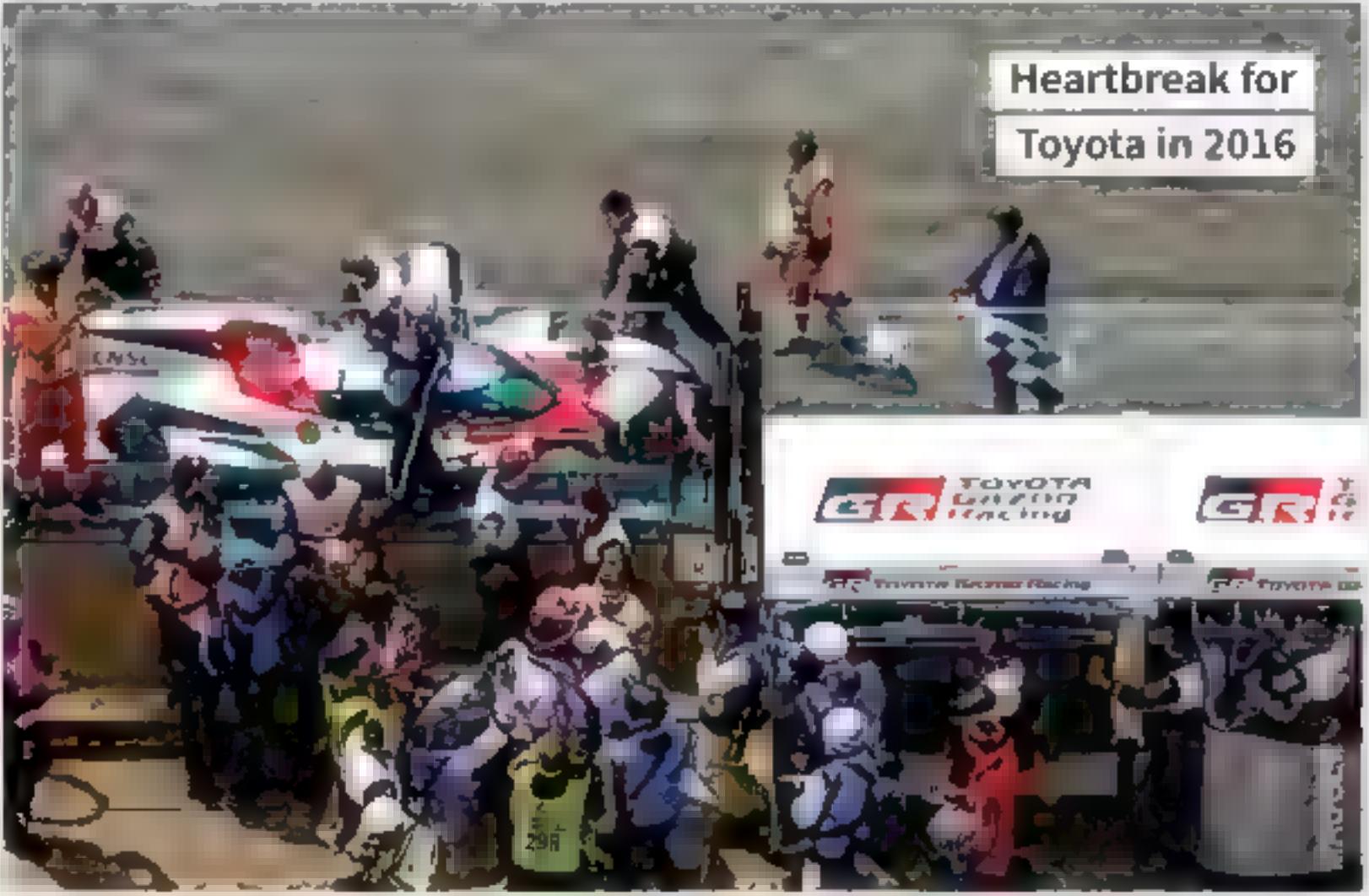
Brought into the public eye by the 2019 film *Le Mans '66* – or *Ford v Ferrari* in other locations – watch how the American powerhouse took the fight to Enzo Ferrari and his scarlet red machines in the mid-1960s.

All races between 2019 and 1952 have their own standalone videos courtesy of *24 Hours of Le Mans: The Great History*, while Duke Video Classics are also available between 1980 and 1992.

Footage includes pre-race build-up, interviews with the great and the good (and not so good) of motorsport, as well as track guides for the various iterations of the circuit since it was first used nearly 100 years ago.

On track, there's the best of all the action and all the thrills and spills that you could possibly wish for in the pits, while off track get into the party atmosphere with the fans via night-time montages, complete with funfair.

While not separate videos for each edition, the *24 Hours of Le Mans: The Great History* series





Kristensen took first win in 1997 with Stefan Johansson Michele Alboreto

also includes two episodes covering races either side of the Second World War, showcasing the early days of France's greatest race (unless your main interest lies with two wheels, not four!).

If you don't wish to watch every minute available for some peculiar reason, each video is broken into segments allowing you to pick and choose the best moments from each race.

Back to the present day, and there are still two rounds of the World Endurance Championship remaining with Mike Conway, Kamui Kobayashi and Jose Maria Lopez attempting to retain their crown.

Be sure not to miss the Six Hours of Bahrain (30 October) and Eight Hours of Bahrain (6 November) live on Motorsport.tv, the home of endurance racing.

motorsport.tv

Motorsport.tv, one of Autosport's sister brands, has both free and premium (paywall) content. Paid subscribers can watch WEC (aside from Le Mans) and Super GT rounds live, and have access to the Duke Videos archive and *The 24 Hours of Le Mans: The Great History*, the only place you can get all the official ACO reviews in one place. Live Super Formula and European Le Mans Series races are part of the free offering.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Belgian Grand Prix

Formula 1 World

Championship

Round 12

Spa, Belgium

29 August

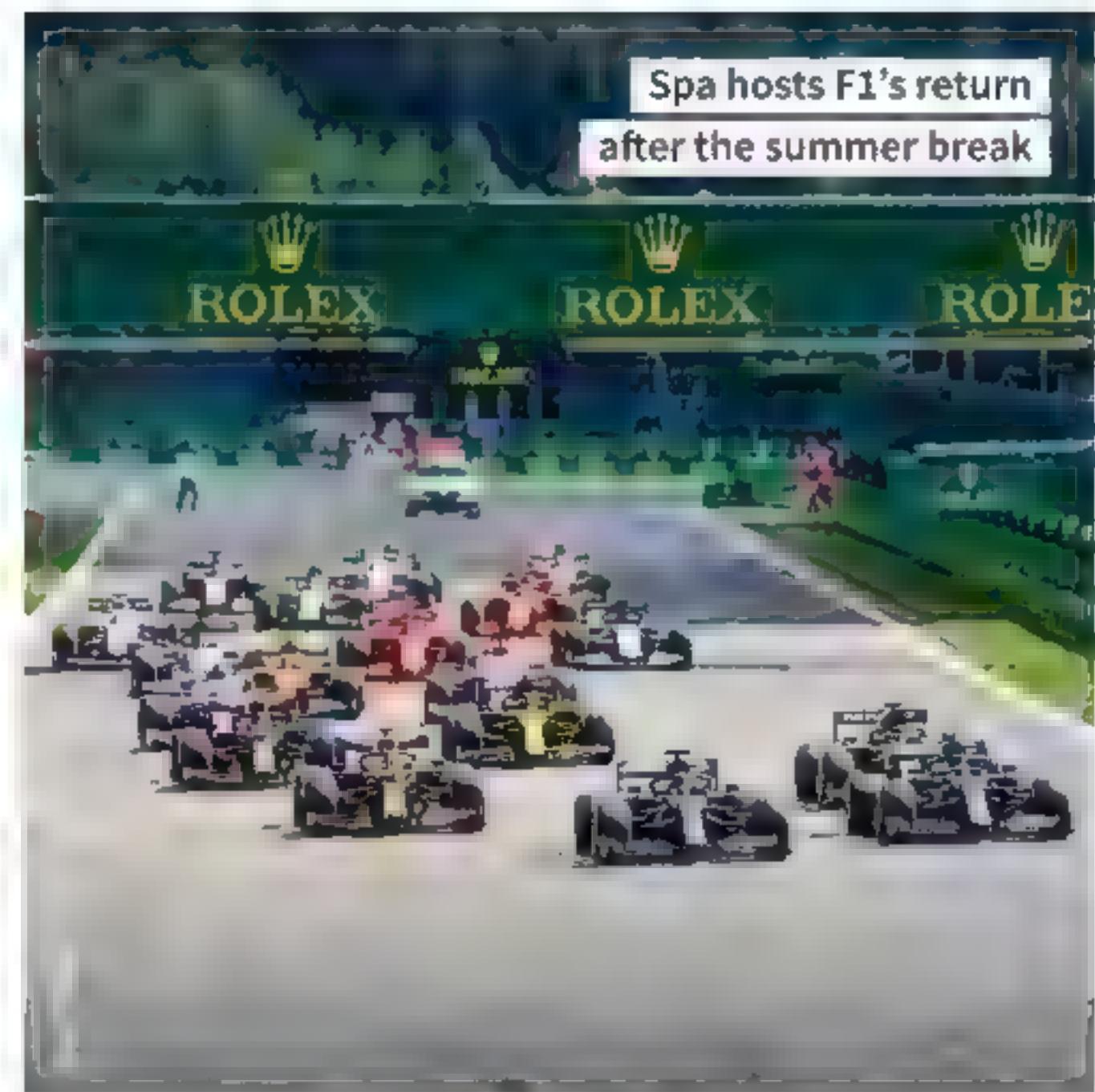
TV Live Sky Sports F1,

Sun 1355

TV Highlights

Sky Sports F1, Sun 1800,

Channel 4, Sun 1830



FIA Formula 3

Round 5/7

Spa, Belgium

28-29 August

TV Live Sky Sports F1,

Sat 0925, Sat 1645,

Sun 0930

W Series

Round 5/8

Spa, Belgium

28 August

TV Live Channel 4,

Sat 1500

Porsche Supercup

Round 5/7

Spa, Belgium

29 August

TV Live Eurosport 1,

Sun 1040, Sky Sports F1,

Sun 1105

Extreme E

Round 3/5

Kangerlussuaq,

Greenland

29 August

TV Live BT Sport 1,

Sun 1500,

ITV, Sun 1600,

Sky Sports Mix, Sun 1600

GT World Challenge

Sprint Cup

Round 4/5

Brands Hatch, UK

(also see Brands Hatch

CSCC info, right)

28-29 August

Super Formula

Round 5/7

Motegi, Japan

29 August

Live Livestream

on Motorsport.tv,

Sun 0600

NASCAR Cup Series

Round 26/36

Daytona, USA

28 August

TV Live Premier Sports 1,

Sat 2330

NASCAR Xfinity Series

Round 23/33

Daytona, USA

27 August

MotoGP

Round 12

Silverstone, UK

29 August

TV Live BT Sport 2,

Sun 1230, ITV, Sun 1230

UK

MOTORSPORT

Thruxton BARC

28-29 August

BTCC, British F4,

Ginetta GT4 Supercup,

Ginetta Junior, Mini

Challenge Trophy,

Porsche Sprint

Challenge

TV Live ITV4, Sun 1110

Snetterton BARC

27-29 August

2CVs (24-hour), Max5,

One Litre Racing Club

Kirkistown 500MRCI

28 August

BOSS Ireland (Leinster

Trophy), FF1600, Fiesta

Zetec, Formula Vee,

Roadsports, Saloons/

Supercars/Mazda,

Superkarts

Brands Hatch CSCC

28-29 August

Classic K, Future Classics, Magnificent Sevens, Turbo Tin Tops, Modern Classics, Open Series, New Millennium, Slicks Series, Special Saloons & Modsports, Swinging 60s

Cadwell Park BRSCC

28-29 August

BMW Compact Cup, British Superkart, Fiesta, Fiesta Junior, Mazda MX-5 (Championship, Clubman, Supercup), ST-XR Challenge, Track Attack

Oulton Park HSCC

28-30 August

70s Road Sports, Aurora Trophy/Classic F3/Geoff Lees Trophy, Classic FF1600, Guards Trophy, Historic F2, Historic F3, Historic FF1600, Historic FF2000, Historic Formula Junior, Historic Road Sports, Historic Touring Cars, Saloon Car Cup

Castle Combe CCRC

30 August

FF1600, GT, Hot Hatch Challenge, HRDC (Classic Alfa Challenge, Dunlop All Stars, Jack Sears Trophy), MR2, Saloons

Donington Park CTA

30 August

Civic Cup, Drift Pro, TCT/TCR UK



FROM THE ARCHIVE

Markku Alen's co-driver Ilkka Kivimaki keeps a steady grip on the rollcage of their Ford Escort RS 1600 as the two Finns make swift, sideways progress through the mud of the

1973 RAC Rally en route to third place, completing an impressive 1-2-3 for the Blue Oval. The event was won by Timo Mäkinen/Henry Liddon, with Roger Clark/Tony Mason runners-up. Although Mäkinen never

looked under threat as he took his first RAC win, Ford's podium lockout was no walkover – Alen went off the road and rolled down a slope on the penultimate stage, making it to the finish with badly damaged bodywork.

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TRIENITZ/BMW

WHAT COULD HAVE BEEN

When a career-changing move goes begging

NICK YELLOLY

For many sportscar drivers, the imminent manufacturer influx to the top classes at Le Mans poses a potential career-making opportunity. Factory BMW GT driver Nick Yelloly makes no bones about his desire to represent the marque in LMDh from 2023, not least because his only taste of prototypes to date was all too brief.

Twice a race winner in the 2012 Formula Renault 3.5 series, in which he beat Kevin Magnussen and Alexander Rossi in the standings, Yelloly couldn't raise the budget to stay on for 2013 and spent the next two seasons treading water in GP3. A regular podium finisher, he finished sixth in both years and recognised that sportscars offered the best chance of career advancement.

Hoping to emulate Harry Tincknell, launched into a works drive with the ill-fated Nissan LMP1 project after a stellar LMP2 rookie campaign in 2014, Yelloly signed with Jota Sport to effectively take Tincknell's place in its 2015 European Le Mans Series line-up, with Le Mans also included. Testing went well and Yelloly felt "very competitive", only to suffer a funding shortfall that forced him to give up the seat.

Yelloly subsequently reinvented himself in Porsche racing, thanks to a chance meeting with Project 1 engineer Richard Selwin at the 2016 Autosport International show. He was second in the 2017 German Carrera Cup, before moving to Fach for the 2018 Supercup and finishing runner-up with two wins, including Monaco. BMW added him to its factory GT roster for 2019, and he won the Nürburgring 24 Hours last year.

Yelloly, who completed three official F1 test days as the long-standing sim driver for Force India, says what has happened "has been the best way" for his career, and reckons his prospects are brighter than they ever would have been had his original Jota plans come together.

"You're not going to take Nick Yelloly, even if he'd just won ELMS in his first year, over Andre Lotterer – it's just not going to happen," he says. "Now maybe they would take me because I'm proven in terms of endurance racing – I'm probably much more attractive in that role than I would have been with little experience."

"LMDh is something that I would love to be involved in. I'll be pushing for it."

JAMES NEWBOLD

IN NEXT WEEK'S ISSUE

Sparring at Spa

F1 ENDS SUMMER BREAK AT BELGIAN GP



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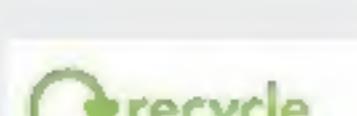
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